Inglewood Transit Connector Project



Technical Appendices

December 2020

State Clearinghouse No. 2018071034

Lead Agency: City of Inglewood, Economic and Community Development, Planning Division
One West Manchester Boulevard, 4th Floor, Inglewood CA 90301

Meridian Consultants

APPENDIX 2.0

INTRODUCTION

Appendix 2.0.1a

Recirculation Notice of Preparation

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

September 10, 2020

REVISED NOTICE OF PREPARATION

PROJECT NAME: Inglewood Transit Connector Project

STATE CLEARINGHOUSE NO.: 2018071034

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business.

SUMMARY: The Inglewood Transit Connector Project (proposed Project) is a proposed Automated People Mover (APM) mass-transit line connecting the City of Inglewood (City) to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City, as the Lead Agency, prepared an Initial Study (Original IS), which was published in July 2018 (SCH 2018071034).

The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the proposed Project. A Notice of Preparation (Original NOP) was circulated, and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

As a result of the comments received, in addition to refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

The proposed Project includes transit improvements that would be constructed in the City along the same route and alignment as noted in the Original NOP and Original IS. The elevated guideway would be located primarily within the public right-of-way from the intersection of Market Street and Florence Avenue intersection, along Market Street to Manchester Boulevard, then to Prairie Avenue. The portions of the elevated guideway not within the public right-of-way occur at the location of Market Street/Florence Avenue Station where the elevated guideway leaves the right-of-way and enters into an existing commercial center northeast of the intersection of Market Street and Regent Street. The existing uses would be demolished.

The proposed Project begins with a pedestrian walkway that connects to the Metro Crenshaw/LAX Line across Florence Avenue in downtown Inglewood to the Market Street/Florence Avenue Station, which will be located at an existing commercial plaza. The proposed Project's elevated guideway begins at the Market Street/Florence Station, then proceeds southwest to Market Street, where it turns south onto the existing right-of-way along Market Street. The elevated guideway alignment continues on Market Street until the intersection with Manchester Boulevard, where it turns east onto Manchester Boulevard until the intersection with Prairie Avenue. At this point, the elevated guideway alignment turns south onto Prairie Avenue and continues south on Prairie Avenue until the intersection of Prairie Avenue and Hardy Street, where it terminates with the Prairie Avenue/Hardy Street Station.

The proposed Project would also include a maintenance and storage facility (MSF) that would store and maintain the trains and two traction power substations (TPSSs). The proposed MSF would be constructed adjacent to the right-of-way at the proposed MSF site, south of the corner of Hillcrest Boulevard and Manchester Boulevard, which is currently occupied by a commercial center and gas station; this site would also include one of the proposed TPSS sites. The second TPSS site would be located at the City's proposed Intermodal Transportation Facility (ITF) located on Prairie Avenue south of Arbor Vitae Street; this TPSS site would be to the east of Prairie Avenue, outside of the right-of-way within the ITF site. The existing uses would be demolished. Anticipated construction duration for the proposed Project is 4 to 5 years.

The Revised NOP and Revised IS reflect the following refinements and modifications that have been made to the proposed Project:

- Changes to proposed Project's from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.
- Refinements and modifications to the proposed stations as follows:
  - Modify the proposed Project to reduce the total number of stations from the five stations previously considered to the three stations.
  - The new locations for the three stations are located at:
    - Market Street/Florence Avenue Station: at an existing commercial plaza on the southeast corner of the intersection of Market Street and Florence Avenue between Market Street and Locust Street;
    - Prairie Avenue/Arbor Vitae Street Station: at the intersection of Prairie Avenue and Pincay Drive; and
    - Prairie Avenue/Hardy Street Station: at the intersection of Prairie Avenue and Hardy Street.
  - A pedestrian bridge linkage has been added to connect the Market Street/Florence Avenue Station with the Metro Crenshaw line on the northside of Florence Avenue.
- Removal of the Intermodal Transportation Facilities as part of the proposed Project. The City is proceeding with that project separately.
- Reduce the potential number of traction power substations from three to two. One will be co-located with the MSF facility and one will be located on the City's ITF site on Prairie Avenue.

This Revised NOP and Revised IS are being recirculated as a result of these Project refinements.

PROJECT LOCATION:

The proposed Project is located entirely in the central portion of the City, east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1: Regional Location Map**).

The proposed Project is generally bounded by Florence Avenue to the north; Hardy Street to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: Project Vicinity Map**).

The proposed Project begins with a pedestrian walkway that connects to the Metro Crenshaw/LAX Line across Florence Avenue in downtown Inglewood to the Market Street/Florence Avenue Station, which will be located at an existing commercial plaza. The proposed Project's elevated guideway begins at the Market Street/Florence Station, then proceeds from the intersection of Market Street and Florence Avenue adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east onto Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street.

The elevated guideway will be located within the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue; with the exception of the Market Street/Florence Avenue Station, which will be located on a site that currently includes existing commercial use northeast of the intersection of Market Street and Regent Street, and the proposed MSF that will be located on a site that currently has commercial uses south of the intersection of Manchester Boulevard and Hillcrest Boulevard outside of the right-of-way (see **Figure 3: Typical Automated People Mover**). Construction staging is anticipated to be contained within the footprint and easements of the proposed Project, at sites that will be demolished (for other uses including the commercial Plaza at Regent Avenue and Market Streets, the commercial office building at 150 S. Market Street, and the commercial plaza at 500 E. Manchester Boulevard).

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business.

Notice is hereby given that the City will prepare an EIR for the proposed Project as revised and described in this Revised NOP and the Revised IS. The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed Project. The City is requesting comments related to the proposed Project as revised.

Due to refinements and modifications to the proposed Project following the release of the Original NOP and Original IS, this Revised NOP and Revised IS have been prepared to inform the public of the changes to the proposed Project. The City is providing this Revised NOP and accompanying Revised IS to the Governor's Office of Planning and Research (OPR), any trustee or responsible agencies identified for the Project, to adjacent cities and counties, all entities who submitted comments on the Original NOP and Original IS, and to those entities requesting such notice regarding the proposed Project.

The Draft EIR will analyze the potential adverse impacts that are anticipated to result from the proposed Project as discussed herein; identify potential mitigation measures that may be considered as reasonable and feasible; and analyze a reasonable range of alternatives to the proposed Project that could reduce or

avoid potential significant impacts that could result from the construction or operation of the proposed Project while still feasibly achieving the Project's objectives.

The City encourages all parties to provide information regarding potentially significant environmental issues, mitigation measures, and reasonable alternatives to be included in the EIR. Any agency submitting comments on this Revised NOP and Revised IS shall also indicate if that agency would be a responsible agency, or a trustee agency for the proposed Project in accordance with CEQA Guidelines Section 15082(b).

A copy of the Revised Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: https://www.cityofinglewood.org/1016/Environmental-Documents; and at the locations listed below:

- Inglewood City Hall, First Floor Lobby, One W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION

The proposed Project would include an automated people mover (APM) to transport riders to and from the regional Metro Rail system (Crenshaw Line) to Downtown Inglewood, the Forum, the LASED, which includes the new NFL stadium scheduled to open in the Fall of 2020, and the future Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. The proposed Project is planned to have a ridership capacity of 11,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

The proposed Project will include support facilities to provide for maintenance, storage and system power requirements that would be located adjacent to the elevated guideway but outside the street rights-of-way. These facilities include an approximately 78,000 square feet (SF) maintenance and storage facility (MSF) to provide for maintenance activities and train storage, and two traction power substations (TPSS) facilities to provide electrical power for system operation. The location of the proposed Project's guideway, stations, and the support facilities are shown on **Figure 2**.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: As described more fully in the Revised Initial Study, the Draft Environmental Impact Report will consider: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise and Vibration, Population, Employment and Housing, Transportation and Circulation, Tribal Cultural Resources, and Utilities and Service Systems impacts.

Agricultural and Forestry Resources, Hydrology and Water Quality, Mineral Resources, Public Services, Recreation, and Wildfire impacts have been determined to have less than significant impacts on the environment through the analysis in the Revised Initial Study and are not proposed for further analysis in the EIR.

REQUESTED PERMITS/APPROVALS: The City of Inglewood has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD)—permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Board (RWQCB)—administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and
- California State Transportation Agency (CalSTA)—oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;
- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

Other agencies, such as the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), may have approval authority or involvement depending on the financing used to construct the proposed Project.

COMMENTS ON THE REVISED NOTICE OF PREPATION AND INITIAL STUDY: The City welcomes all comments regarding the scope and content of environmental issues to be addressed in the EIR.

All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by 5 p.m. on October 12, 2020.

Responses should be submitted sent to Ms. Mindy Wilcox, AICP, Planning Manager, at the following email and address:

City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301
inglewoodtransitconnector@cityofinglewood.org

The City welcomes your participation in the environmental review process.

Mindy Wilcox

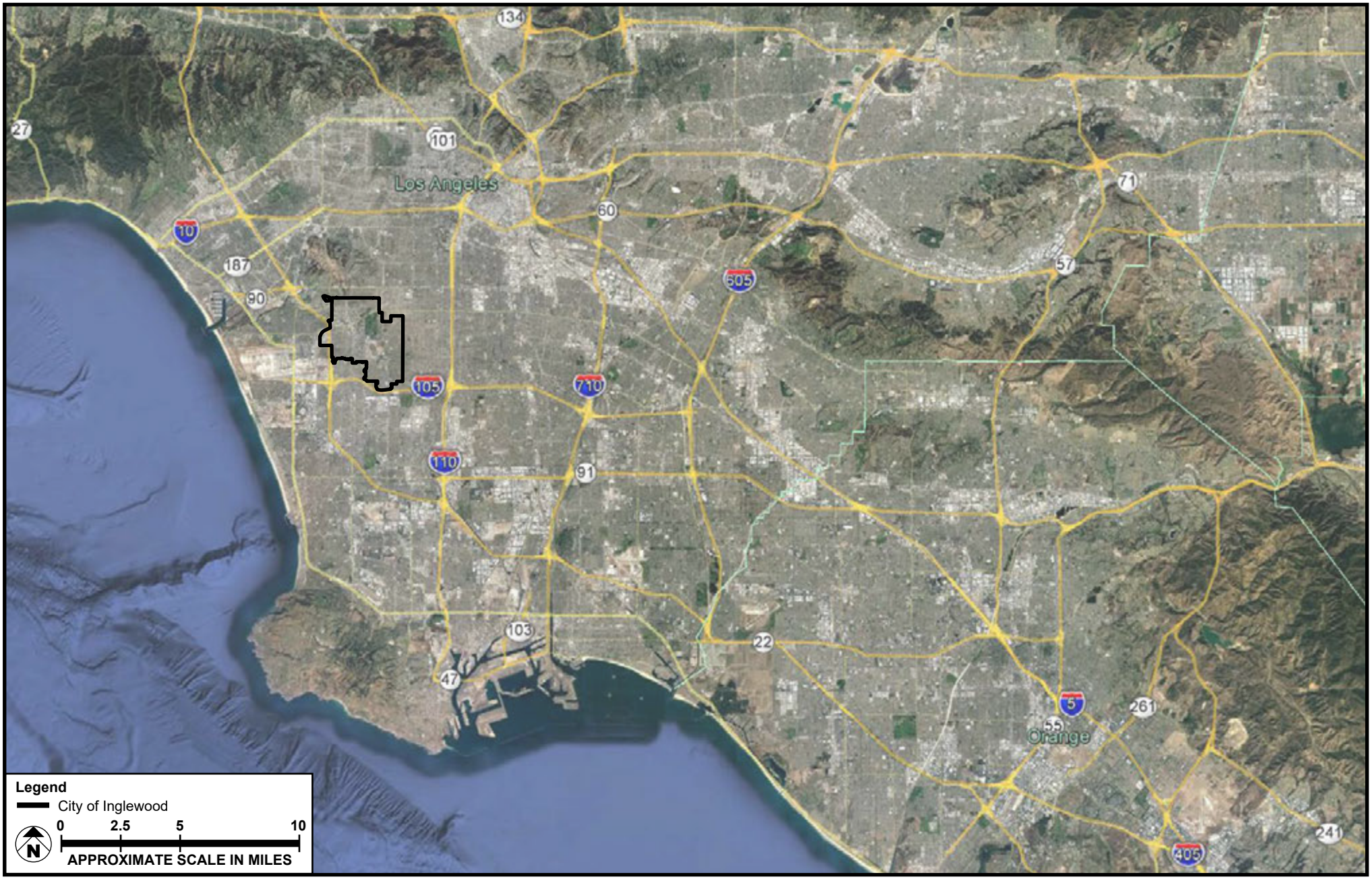
MINDY WILCOX, AICP, Planning Manager

Enclosures:

Figure 1: Regional Location Map

Figure 2: Project Vicinity Map

Figure 3: Typical Automated People Mover

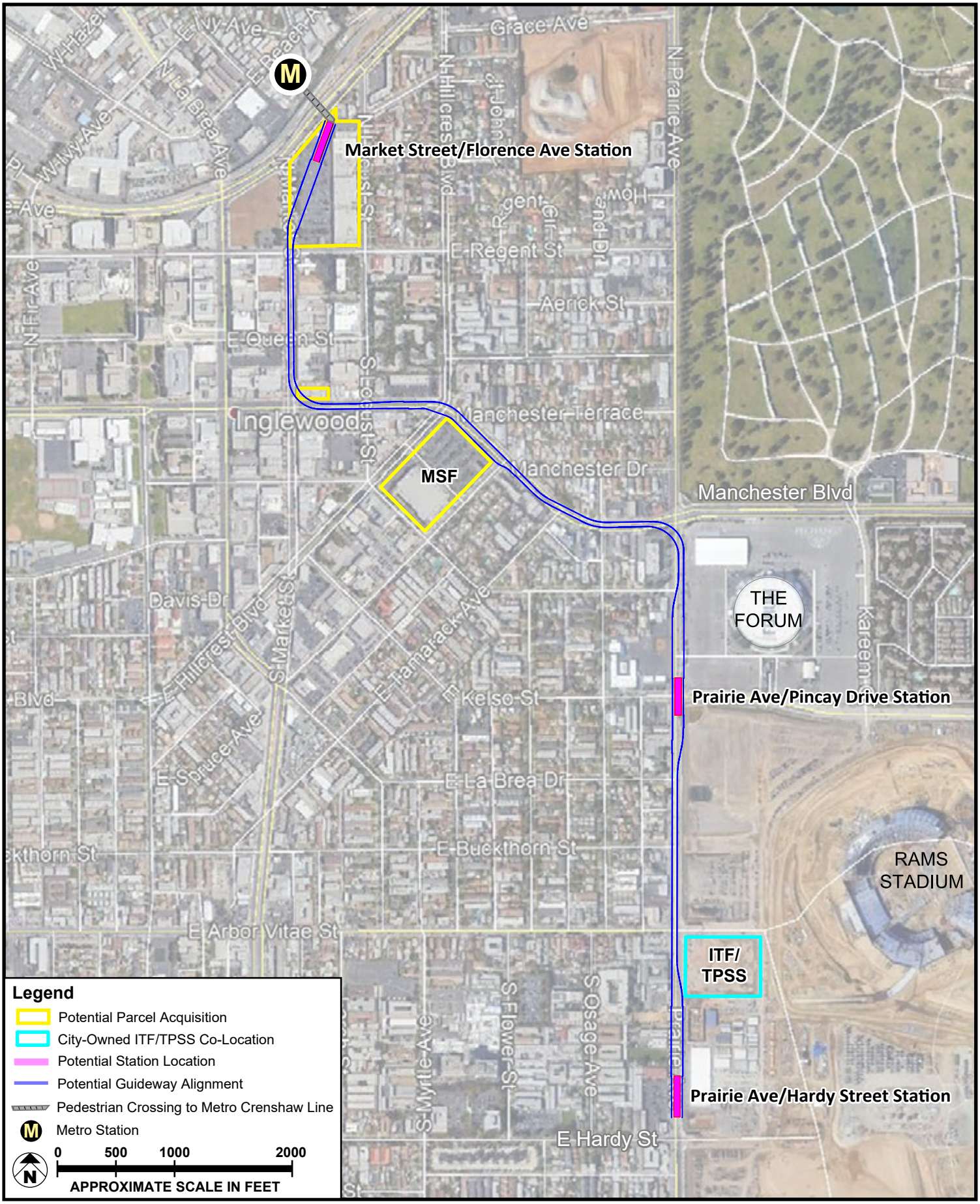


SOURCE: Google Earth - 2018

FIGURE **1**

Regional Location Map

251-003-20

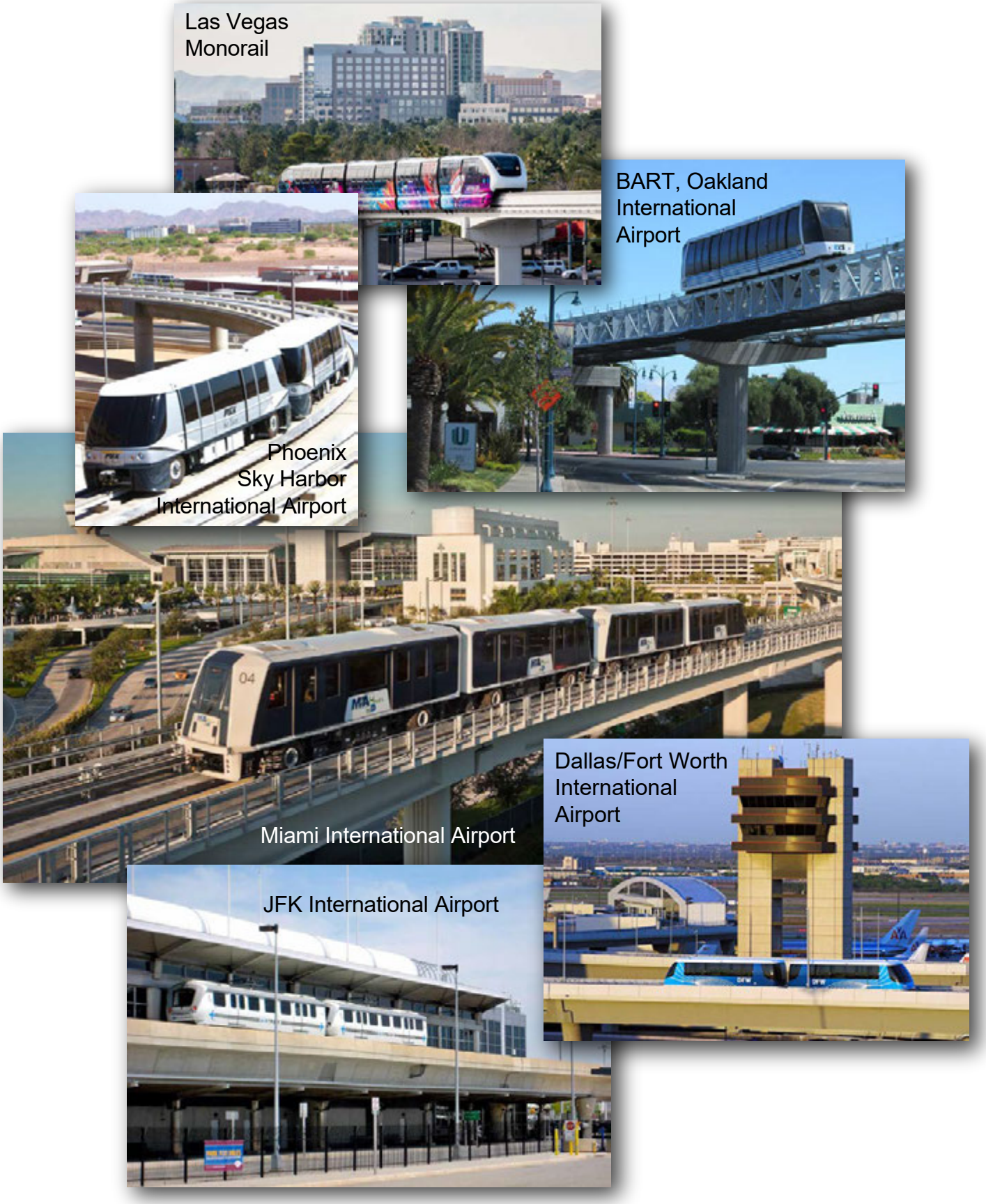


SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE **2**

Project Vicinity Map

251-003-20



SOURCE: LAX Landside Access Modernization Program - 2015

FIGURE **3**

Typical Automated People Mover

251-003-20

Appendix 2.0.1b

Original Notice of Preparation

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

July 16, 2018

NOTICE OF PREPARATION
AND NOTICE OF PUBLIC SCOPING MEETING
FOR AN ENVIRONMENTAL IMPACT REPORT

PROJECT NAME: Inglewood Transit Connector

PROJECT LOCATION/ADDRESS: The proposed Inglewood Transit Connector (ITC) Project would include transit improvements that would be constructed in an area of the City of Inglewood within the public right-of-way from Market Street at the Metro Crenshaw/LAX Line; south to the intersection of Market Street and Manchester Boulevard; east to the intersection of Manchester Boulevard and Prairie Avenue; then south to the intersection of Prairie Avenue and Century Boulevard. The proposed Project would also include a Maintenance and Storage Facility and Intermodal Transportation Facilities; these facilities would be constructed adjacent to the right-of-way in the potential locations described below.

DUE DATE FOR PUBLIC COMMENTS: August 15, 2018

Notice is hereby given that the City of Inglewood ("City" or "Inglewood") will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Inglewood Transit Connector Project ("proposed Project"). The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed Project. The City is requesting comments related to the scope and content of the EIR. A description of the proposed Project, its location, and a summary of the probable environmental effects that the City proposes to address in the EIR are provided below.

The EIR for the proposed Project is being prepared in compliance with the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et. seq.) and the State CEQA Guidelines ("Guidelines") (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et. seq.). Pursuant to Guidelines Section 15082(a), upon deciding to prepare an EIR, the City as Lead Agency is required to send a Notice of Preparation (NOP) stating that an EIR will be prepared. In accordance with the Guidelines, the City is providing this NOP to the Governor's Office of Planning and Research ("OPR"), any trustee or responsible agencies identified for the Project, to adjacent cities and counties, and to those requesting such notice. The purpose of the NOP is to provide information describing the Project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the EIR. Guidelines Section 15082(b) states: "Each responsible and trustee agency and the Office of Planning and Research shall provide the lead agency with specific detail about the scope and content of the environmental information related to the responsible or trustee

agency's area of statutory responsibility that must be included in the draft EIR. (1) The response at a minimum shall identify: (A) The significant environmental issues and reasonable alternatives and mitigation measures that the responsible or trustee agency, or the Office of Planning and Research, will need to have explored in the draft EIR; and (B) Whether the agency will be a responsible agency or trustee agency for the Project." The City encourages OPR, responsible and trustee agencies, adjacent cities and counties, and interested members of the public to provide this information to the City so that the City can ensure that the Draft EIR meets the needs of those agencies.

The Draft EIR will analyze the potential adverse impacts that are anticipated to result from the proposed Project; identify potential mitigation measures where reasonable and feasible; and analyze reasonable and feasible alternatives to the proposed Project that could reduce or avoid identified significant impacts while still feasibly achieving most of the basic Project objectives.

A copy of the Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: https://www.cityofinglewood.org/and at the locations listed below:

- Inglewood City Hall, One W. Manchester Blvd., Inglewood, CA 90301
- Inglewood Public Library, 101 W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION

Location and Setting

The proposed Project is located in the northern portion of the City of Inglewood east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1: Project Regional Location Map**).

The proposed Project is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: Project Vicinity Map**). The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue (see **Figure 3: Typical Automated People Mover**). The entire Project Site is situated within the City of Inglewood, an incorporated city within Los Angeles County.

Background

The primary goal is to provide convenient, reliable, direct transit accessibility and connectivity to the City's major activity centers from the Metro Rail system. The City seeks to accommodate individuals traveling to and from Downtown Inglewood, the LASED, the Forum, and the proposed Inglewood Basketball and Entertainment Center (IBEC), during major events via public transportation, both for ease of access and to minimize traffic in the area. The proposed alignment is planned to have a ridership capacity of 13,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

Description

The proposed Project would include an automated people mover (APM) system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District (LASED) which includes the new NFL stadium (currently under construction and scheduled to open in 2020), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction.

In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more Intermodal Transportation Facilities (ITF) and other components such as a power traction system. The MSF would consist of a single four- to six-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM as well as provide for parking areas and drop-off and pick-up locations.

Potential sites for support facilities are shown on **Figure 2** and include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

The design and construction of the APM system elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The proposed Project would be implemented through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, it will determine the boundaries of the EIFD. The EIFD, governed by the PFA, implements an Infrastructure Financing Plan adopted by the City that describes the type of public facilities and development that will be financed by the EIFD. The City will also explore other potential sources of financing for the proposed Project.

REQUESTED PERMITS/APPROVALS: The City of Inglewood has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General

Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction;
- California Public Utilities Commission (CPUC) review and approval of a System Safety Program Plan and Security Plan for the proposed APM; and,
- Approvals for state financing plans or districts.

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan Land Use Element and Transportation Element. These changes relate to conforming the plans, as necessary, to reflect the physical Projects within the Inglewood Transit Connector Project and technical amendments necessary for the construction and operation of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- Los Angeles County (as the City's contractor) Fire Department approval;
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tract/parcel map and zone change approvals;
- Approvals for federal, state, or local financing plans or districts;
- Approving contracts for the design and construction of the Project; and,
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the Project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Noise and Vibration, Transportation and Circulation, and Utilities/Service Systems.

Agricultural and Forestry Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, and Tribal Cultural Resources have been found to be less than significant through the analysis in the Initial Study and are not proposed for further analysis in the EIR.

PUBLIC SCOPING MEETING DATE AND LOCATION: A public scoping meeting in an open house format will be held to receive public comment regarding the scope and content of the environmental information to be included in the EIR. The City of Inglewood encourages all interested individuals and organizations to attend the meeting.

The location (see **Figure 4: Map of Scoping Meeting Location**), date, and time of the scoping meeting for this proposed Project is as follows:

Date and Time: Thursday, July 26, 2018, 6:00 p.m. to 8:00 p.m.
Location: Inglewood Senior Citizens Center
111 N. Locust Street
Inglewood, CA 90301

Sign Language Interpreters, Communication Access Real-Time Transcription, Assistive Listening Devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting. Due to difficulties in securing Sign Language Interpreters, five or more business days' notice is strongly recommended.

COMMENTS ON THE NOTICE OF PREPATION AND INITIAL STUDY: The City welcomes all comments regarding the scope and content of environmental issues to be addressed in the EIR. **All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by 5 p.m. on August 15, 2018.** Written comments will also be accepted at the scoping meeting described above.

Responses should be submitted on the City of Inglewood website (http://www.cityofinglewood.org) or sent to Ms. Mindy Wilcox, AICP, Planning Manager, at the following address:

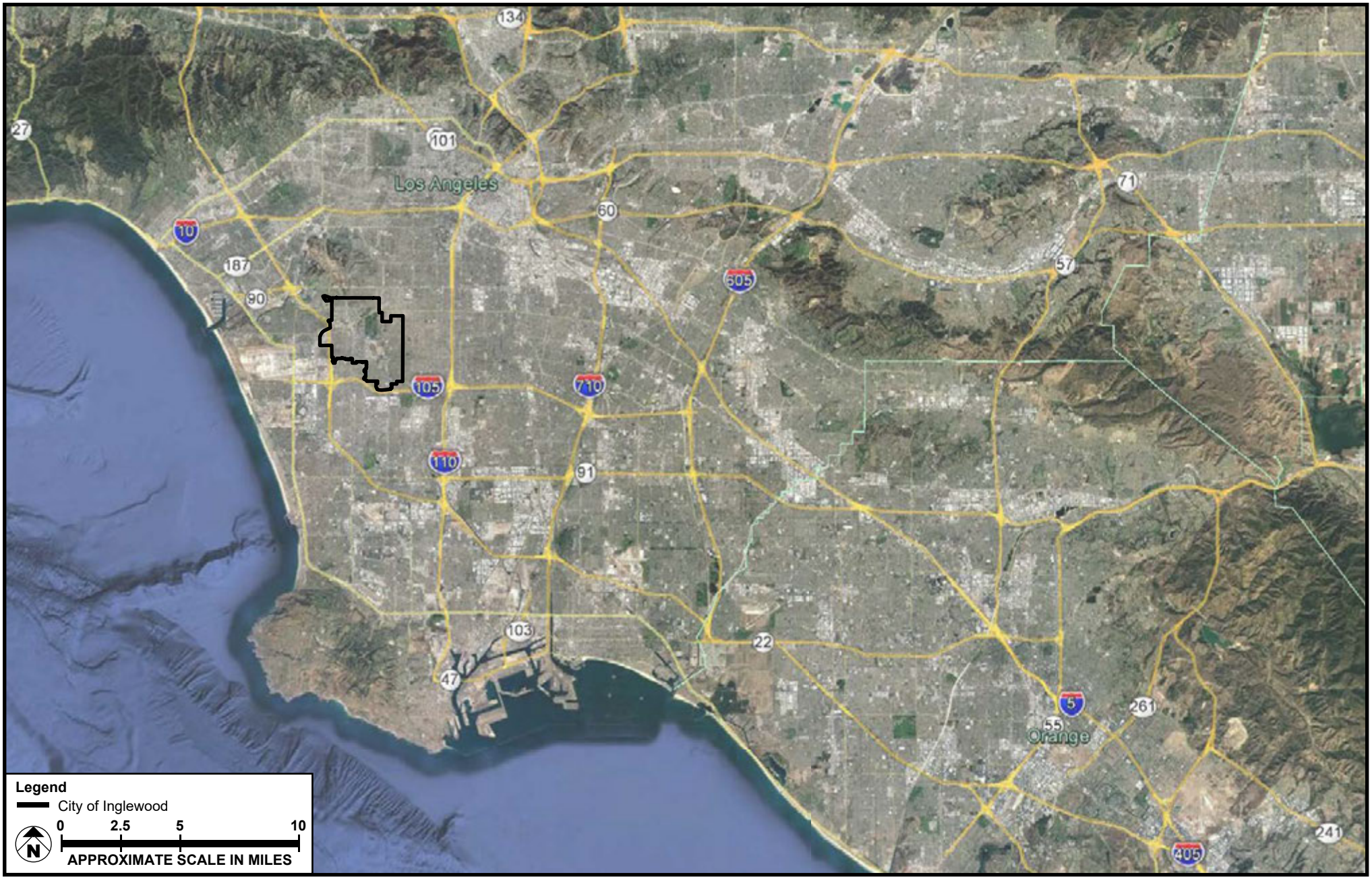
City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

The City welcomes your participation in the environmental review process.

MINDY WILCOX, AICP, Planning Manager

Enclosures:

Figure 1: Project Regional Location Map
Figure 2: Project Vicinity Map
Figure 3: Typical Automated People Mover
Figure 4: Map of Scoping Meeting Location

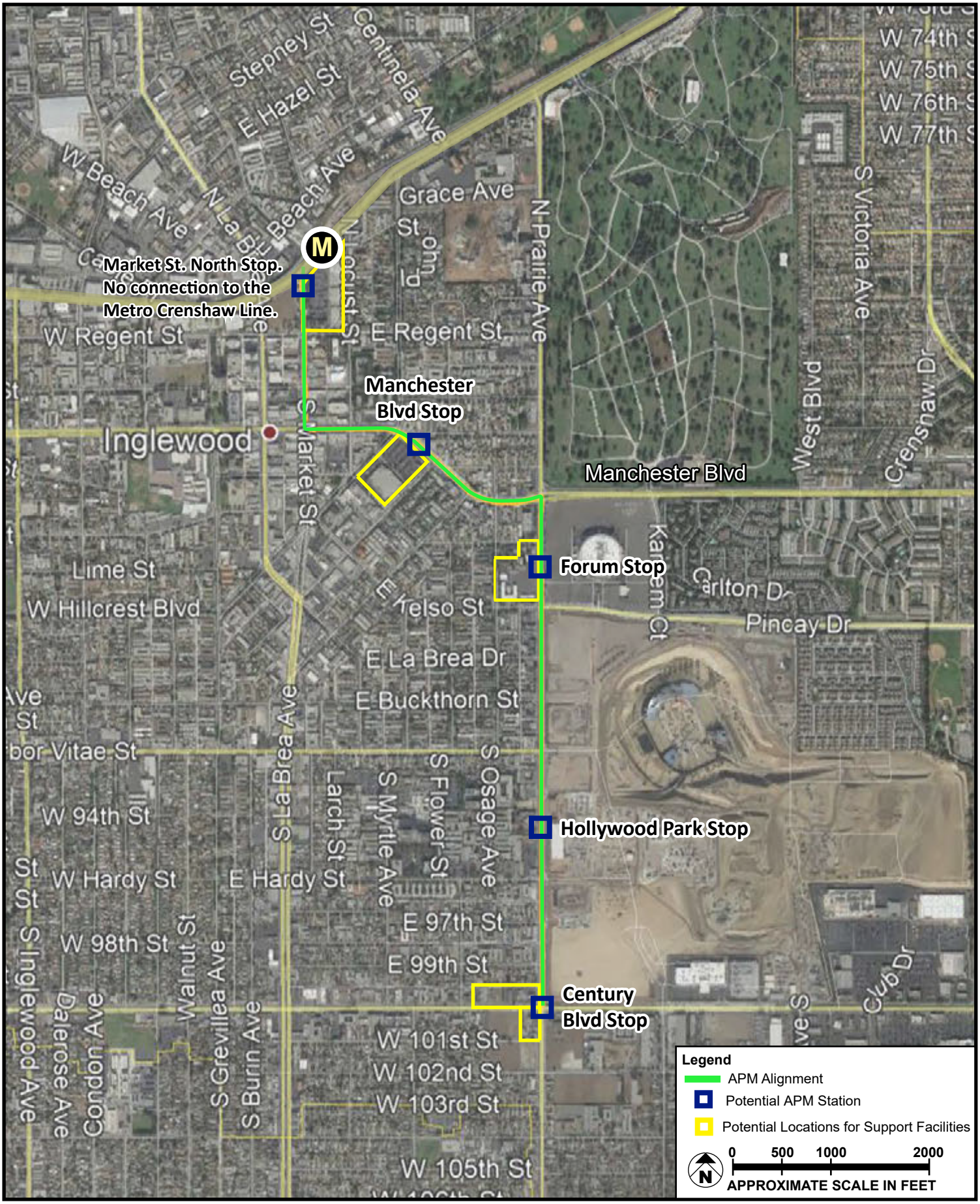


SOURCE: Google Earth - 2018

FIGURE **1**

Project Regional Location Map

208-001-18

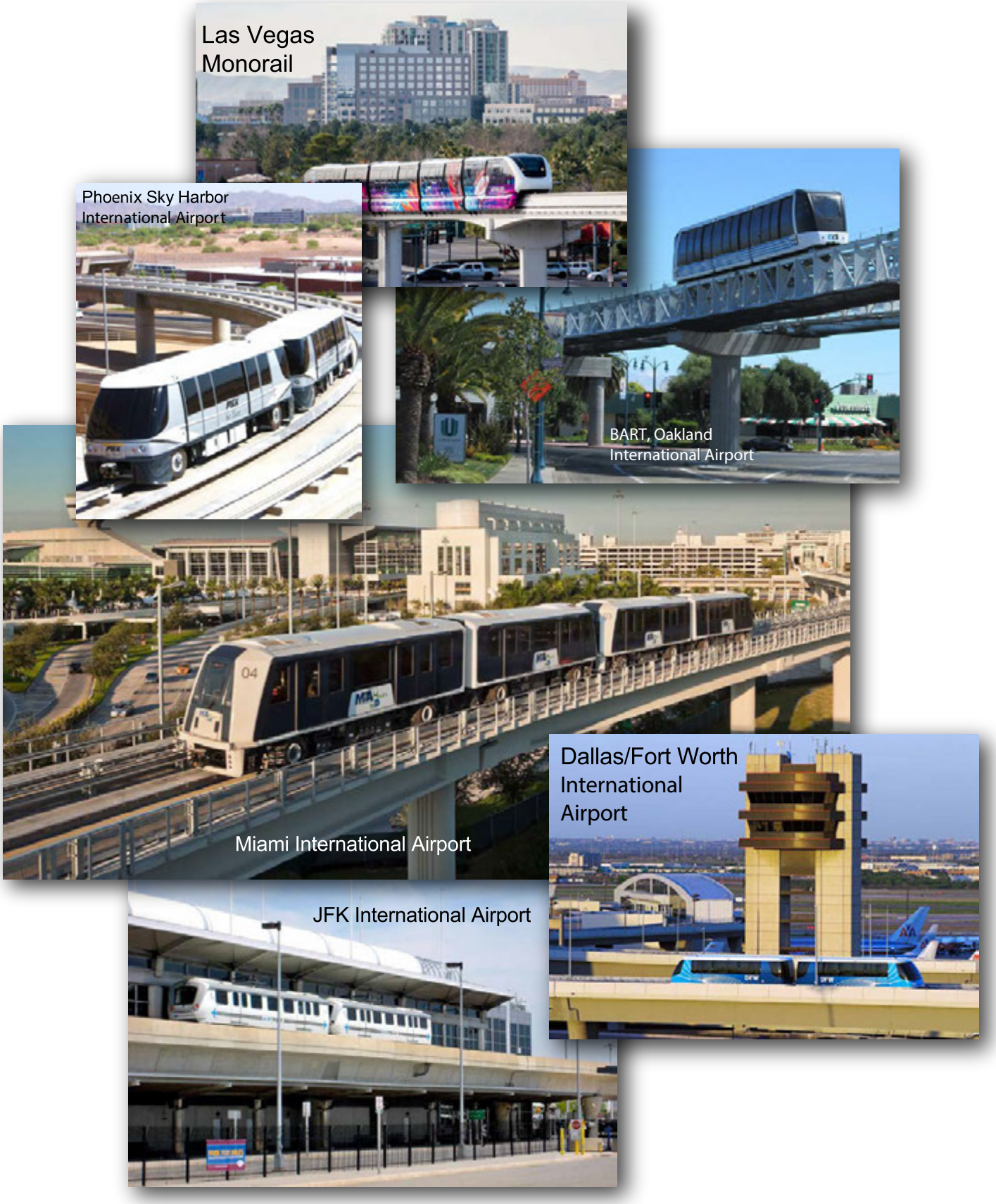


SOURCE: Google Earth - 2018; Meridian Consultants LLC - 2018

FIGURE **2**

Project Vicinity Map

208-001-18

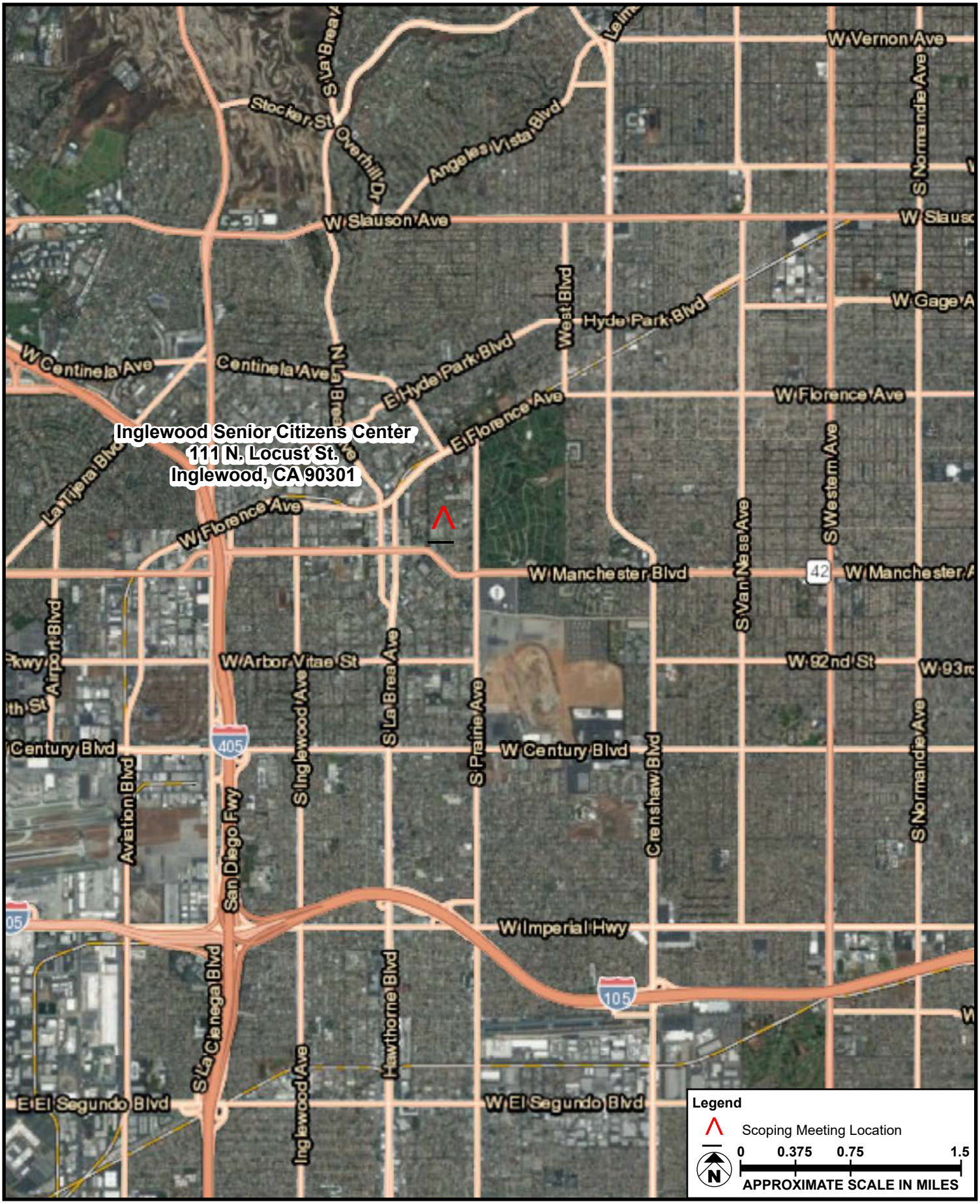


SOURCE: LAX Landside Access Modernization Program - 2015

FIGURE **3**

Typical Automated People Mover

208-001-18



SOURCE: ESRI - 2018; Meridian Consultants LLC - 2018

FIGURE **4**

Map of Scoping Meeting Location

208-001-18

Appendix 2.0.2a

Recirculated Initial Study

REVISED

Inglewood Transit Connector Project

Initial Study

Prepared for:

City of Inglewood
One W. Manchester Boulevard
Inglewood, CA 90301

Prepared by:

Westlake Village Office
920 Hampshire Road, Suite A5
Westlake Village, CA 91361

Meridian Consultants

Los Angeles Office
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

September 2020

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ENVIRONMENTAL CHECKLIST FORM

INITIAL STUDY CHECKLIST

1. **Project title:** Inglewood Transit Connector Project
2. **State Clearinghouse Number:** 2018071034
3. **Lead agency name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301
4. **Contact person and email:** Mindy Wilcox, AICP, Planning Manager, mwilcox@cityofinglewood.org
5. **Revised Project:**

   The Inglewood Transit Connector Project (proposed Project) is a proposed Automated People Mover (APM) mass-transit line connecting the City of Inglewood to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City of Inglewood (City or Inglewood) as the Lead Agency prepared an Initial Study (Original IS) which was published in July 2018 (SCH 2018071034).

   The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the Project. A Notice of Preparation (Original NOP) was circulated and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

   As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

   The Revised NOP and Revised IS reflect the following refinements and modifications that have been made to the proposed Project:

   The City revised and recirculated the NOP and IS to reflect the following refinements:

   - Changes to proposed Project's alignment from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment

follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.

- Refinements and modifications to the proposed stations as follows:
  - Modify the proposed Project to reduce the total number of stations from the five stations previously considered to the three stations. The original five station locations were at the following:
    - Market Street Station: at the intersection of Market Street and Regent Street on Market Street;
    - Manchester Boulevard Station: between Hillcrest Boulevard and Spruce Avenue on Manchester Avenue adjacent to the Proposed Projects maintenance and storage facility (MSF);
    - Forum Station: north of the intersection of Prairie Avenue and Pincay Drive on Prairie Avenue;
    - Hollywood Park Station: between Arbor Vitae Street and Hardy Street on Prairie Avenue adjacent to the City's proposed intermodal transit facility (ITF) located on the southeast corner of Prairie Avenue and E. Arbor Vitae Street; and
    - Century Boulevard Station: at the intersection of Prairie Avenue and Century Boulevard on Prairie Avenue.
  - The new locations for the three stations are located at:
    - Market Street/Florence Avenue Station: at an existing commercial plaza on the southeast corner of the intersection of Market Street and Florence Avenue between Market Street and Locust Street;
    - Prairie Avenue/Arbor Vitae Street Station: at the intersection of Prairie Avenue and Pincay Drive; and
    - Prairie Avenue/Hardy Street Station: at the intersection of Prairie Avenue and Hardy Street.
  - A pedestrian bridge linkage has been added to connect the Market Street/Florence Avenue Station with the Metro Crenshaw line on the northside of Florence Avenue.
- Removal of the ITF as part of the proposed Project; the City is proceeding with the ITF project separately.
- Reduce the potential number of traction power substations from three to two. One will be co-located with the proposed Project's Maintenance and Storage Facility (MSF) facility and the other will be located on the City's ITF site on Prairie Avenue.

This Revised NOP and accompanying Revised IS are being recirculated as a result of these Project refinements.

6. **Project location:**

The proposed Project is located in the central portion of the City of Inglewood east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1: Project Regional Location Map**).

The proposed Project is generally bounded by Florence Avenue to the north; Hardy Street to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: Project Vicinity Map**). The proposed Project extends from the intersection of Market Street and Florence Avenue adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east onto Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. The guideway will be located within the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue, with the exception of the Market Street/Florence Avenue Station which will be located on a site that currently includes existing commercial use northeast of the intersection of Market Street and Regent Street, and the proposed MSF that will be located on a site that currently has commercial uses south of the intersection of Manchester Boulevard and Hillcrest Boulevard outside of the right-of-way (see **Figure 3: Typical Automated People Mover**). Construction staging is anticipated to be contained within the footprint and easements of the proposed Project, at sites that will be demolished (for other uses, including the commercial Plaza at Regent Avenue and Market Streets, the commercial office building at 150 S. Market Street, and the commercial plaza at 500 E. Manchester Boulevard).

The elevated guideway will be located mostly within the public rights-of-way along the streets and sidewalk areas on Market Street, Manchester Boulevard, and Prairie Avenue (see **Figures 4a–4d: Project Location Maps**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

7. **Project sponsor's name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301

8. **General Plan designation:**

Elevated Guideway alignment*:* public rights-of-way down the centerline of existing City streets.

Stations*:* Downtown TOD, public rights-of-way down the centerline of existing City streets.

Maintenance and Storage Facility and Traction Power Substation locations*:* Commercial and Recreation.

9. **Zoning:**

The proposed Project is located in the City of Inglewood's Downtown area and extends along Market Street, Manchester Boulevard and Prairie Avenue within the rights-of-way of these streets. The proposed Project has components, which include the Market Street/Florence Avenue Station, the MSF, and a TPSS, that are located outside of the public rights-of-way on separate parcels or portions thereof.

The proposed Project footprint runs across multiple underlying zones. While the right-of-way portions are not currently subject to any underlying zoning designations, the Project components that are located outside of the public right-of-way are zoned MU-1 (TOD Mixed Use 1), H-C (Historic Core), C-2 (General Commercial), C-R (Commercial Recreation) or HPSP (Hollywood Park Specific Plan). The areas zoned as MU-1 and H-C are additionally subject to the City's Downtown Transit Oriented Development Plan and Design Guidelines. The areas zoned as HPSP are additionally subject to the Hollywood Park Specific Plan.

In order to provide for the comprehensive planning and development of the Project and its many unique elements, it is proposed that a new overlay zone be established and then applied within the Project boundaries.

This overlay zone would be additive in nature, in that it would create the appropriate zoning framework for realization of the Project across the entirety of the Project footprint (which intersects with multiple underlying zones and public rights-of-way) without modifying the development rights and requirements established through the underlying zoning. The overlay zone would include the Project improvements, infrastructure, establish necessary elements as permitted uses, and set forth the development standards (e.g., height, setbacks, parking requirements, etc.) and review process applicable to development and operation of the Project. The overlay zone boundaries would be coterminous with the Project footprint and would extend on each side of the public right-of-way along the entire alignment of the APM guideway.

Amendments to the City's Municipal Code and General Plan would be required to implement the above.

10. **Description of Project:**

The proposed Project would include an automated people mover (APM) system to transport riders from the regional Metro Rail system (Crenshaw Line) to Downtown Inglewood, the Forum, and the Los Angeles Sports and Entertainment District (LASED) which includes the new SoFi stadium (currently under construction and scheduled to open in the Fall of 2020), the proposed Inglewood Basketball and Entertainment Center (IBEC) and new retail, housing, and employment centers. The proposed Project will consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. There will likely be several trains operating at any time, depending upon ridership needs.

As currently envisioned, the proposed Project will have up to three stations, as follows:

1. Market Street/Florence Avenue Station,
2. Prairie Avenue/Pincay Drive Station, and
3. Prairie Avenue/Hardy Street Station.

Station design will be established by passenger demand volumes under typical peak conditions, in addition to increased demands during special events. Station design will also take into account the potential for service disruptions and emergency evacuation requirements. Stations would provide for pedestrian access to the elevated guideway from street level via existing sidewalk and pedestrian travel areas adjacent to the station locations. Final station locations and configurations will be determined during the design process.

The proposed Project will include support facilities to provide for a maintenance and storage facility (MSF), and traction power substations (TPSSs) that would be located adjacent to the elevated guideway alignment but outside the street rights-of-way. The MSF would be an approximately 78,000 square feet structure to provide for maintenance activities and train storage, and two TPSS facilities would provide electrical power for system operation. The MSF location south of the intersection of Hillcrest Boulevard and Manchester Boulevard would include a TPSS. A second TPSS would be located on the Civic Center site located east of Prairie Avenue and south of Arbor Vitae Street.

The MSF location is shown on **Figure 3, Figure 4a,** and **Figure 4b**. Detailed guideway alignment and project components are presented in **Figures 4a** to **4d** and brief descriptions of each is provided below:

- **Figure 4a**: The guideway begins at the Market Street/Florence Avenue Station at the commercial plaza at 300 E Florence Avenue. The guideway continues south on Market Street at the intersection of Market Street and Regent Street and turns east on Manchester Boulevard. Part of the MSF is included south of Manchester Boulevard and Hillcrest Boulevard.

- **Figure 4b**: The guideway can be seen turning east on Manchester Boulevard from Market Street. The guideway continues east on Manchester Boulevard until it turns south on Prairie Avenue. The MSF is located south of Manchester Boulevard and sits between Hillcrest Boulevard and Spruce Avenue.

  Figure 4c: The guideway turns south on Prairie Avenue and the Prairie Avenue/Pincay Drive Station is located at the intersection of Prairie Avenue and Pincay Drive. The guideway alignment continues past Arbor Vitae Street on Prairie Avenue.

- **Figure 4d**: The guideway continue south on Prairie Avenue until it terminates at the intersection of Prairie Avenue and Hardy Street, where the Prairie Avenue/Hardy Street Station is located.

The design and construction of the elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. Some existing infrastructure along the transit alignment may need to be reconfigured or removed to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, some existing utility infrastructure may need to be relocated to accommodate the guideway columns and foundations.

11. **Surrounding land uses and setting:**

The proposed Project is located entirely within the City of Inglewood. Except for Market Street/Florence Avenue Station, the elevated guideway is located in the public rights-of-way. The proposed Project is surrounded by commercial, commercial recreation, single- and multifamily residential, and entertainment uses.

The proposed Project's elevated guideway travels through downtown Inglewood (along Market Street), where it is surrounded by commercial retail, office, restaurant, parking, residential, and mixed uses. Along East Manchester Boulevard, commercial and residential uses are located north and south of the proposed Project alignment. Along South Prairie Avenue, uses to the west of the proposed Project alignment are primarily commercial (heavy, general, and airport commercial) and multifamily residential, while uses to the east include major entertainment venues within the Hollywood Park Specific Plan.

The proposed Project will have supporting facilities (MSF and TPSSs) that would be located adjacent to the alignment.

The proposed Project is not expected to be complete and operational until 2026. At this time, the City has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the LASED and the HPSP located immediately east of the Project alignment and stations on Prairie Avenue. Additionally, Metro's Crenshaw/LAX Line's Downtown Inglewood Station near Market Street and Florence Avenue is expected to be completed and operational in 2021 . These developments (referred to as "ITC Adjusted Baseline projects") are expected to be in place before the proposed Project begins operations, and are therefore included as part of the baseline for analysis of environmental impacts.

Construction and operation of the ITC Adjusted Baseline projects will change the physical conditions that currently exist in the vicinity of the proposed Project for most of the environmental topics addressed in the upcoming EIR. Due to the reasonable certainty that the ITC Adjusted Baseline projects will be constructed and in operation prior to construction and operation of the proposed Project, the City has determined that assuming the ITC Adjusted Baseline projects in the baseline provides the most accurate picture of the proposed Project's impacts and that it would be misleading to disregard the ITC Adjusted Baseline projects in the environmental setting

12. **Public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

The following agencies may have approval of actions involving the proposed Project:

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD) - permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and
- California State Transportation Agency (CalSTA) for oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;

- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

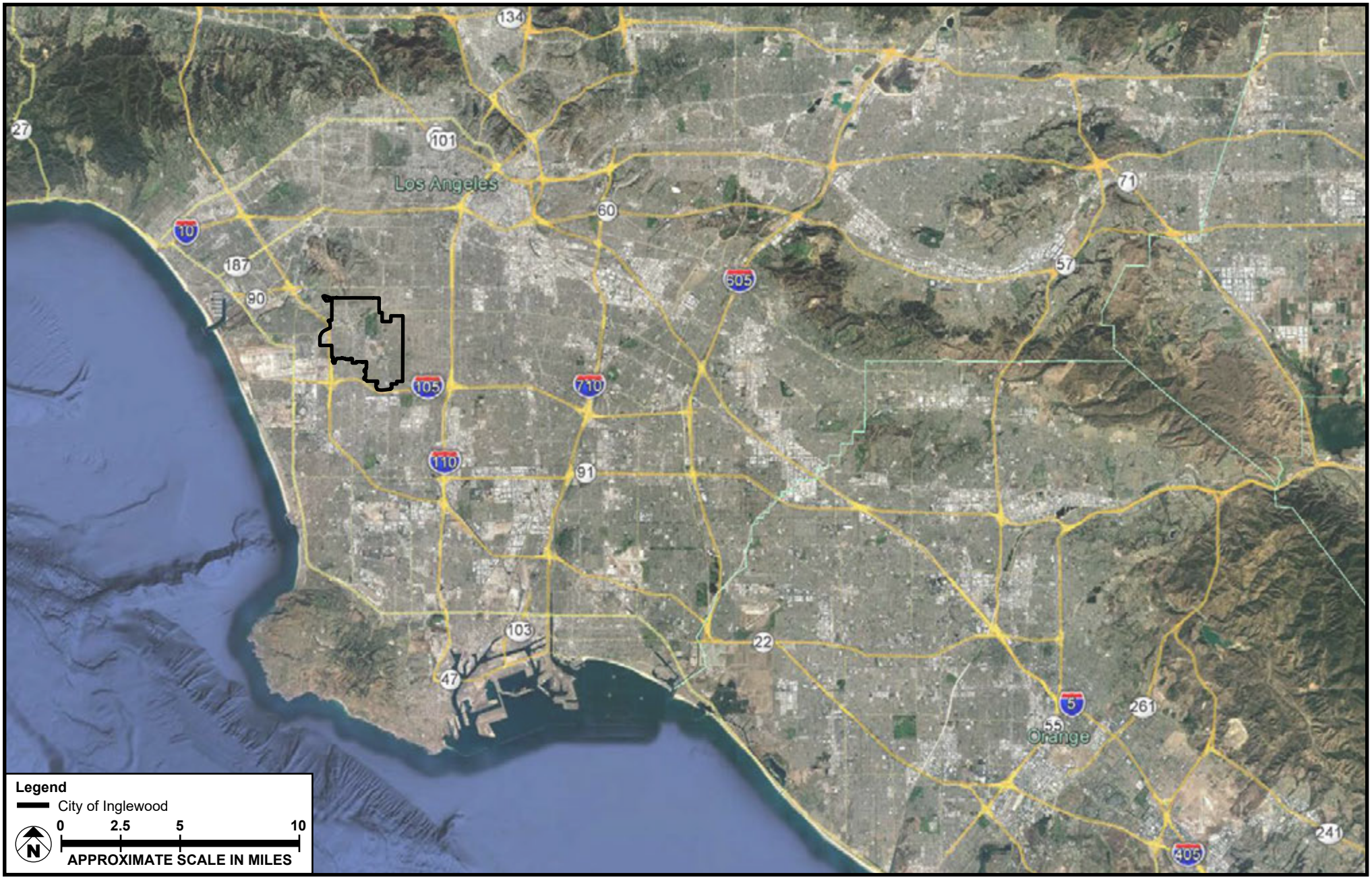
Other agencies, such as the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), may have approval authority or involvement depending on the financing used to construct the proposed Project.

13. **Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1?**

    Yes.

    If so, has consultation begun?

    Yes.

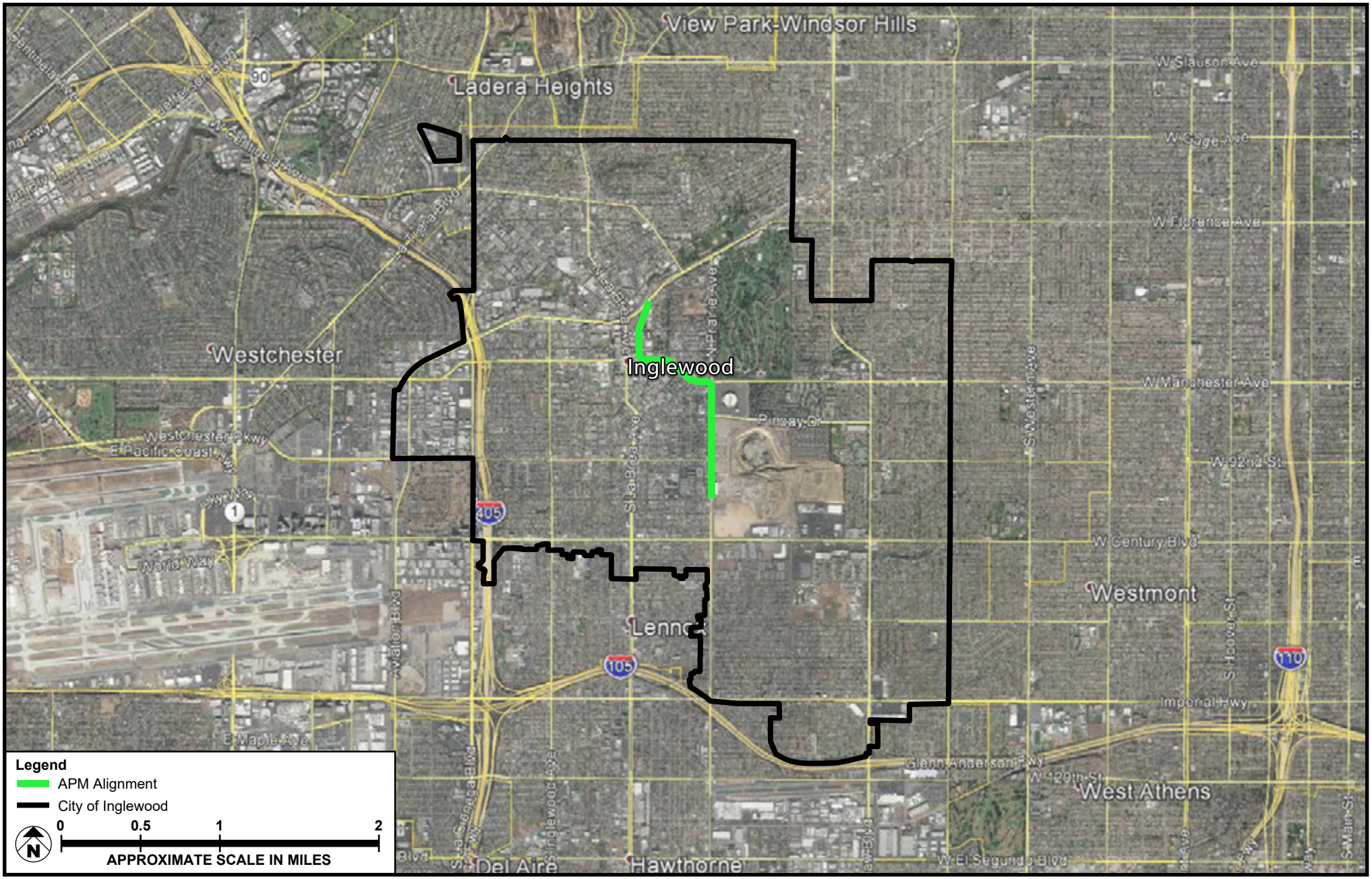


SOURCE: Google Earth - 2018

FIGURE **1**

Project Regional Location Map

251-003-20

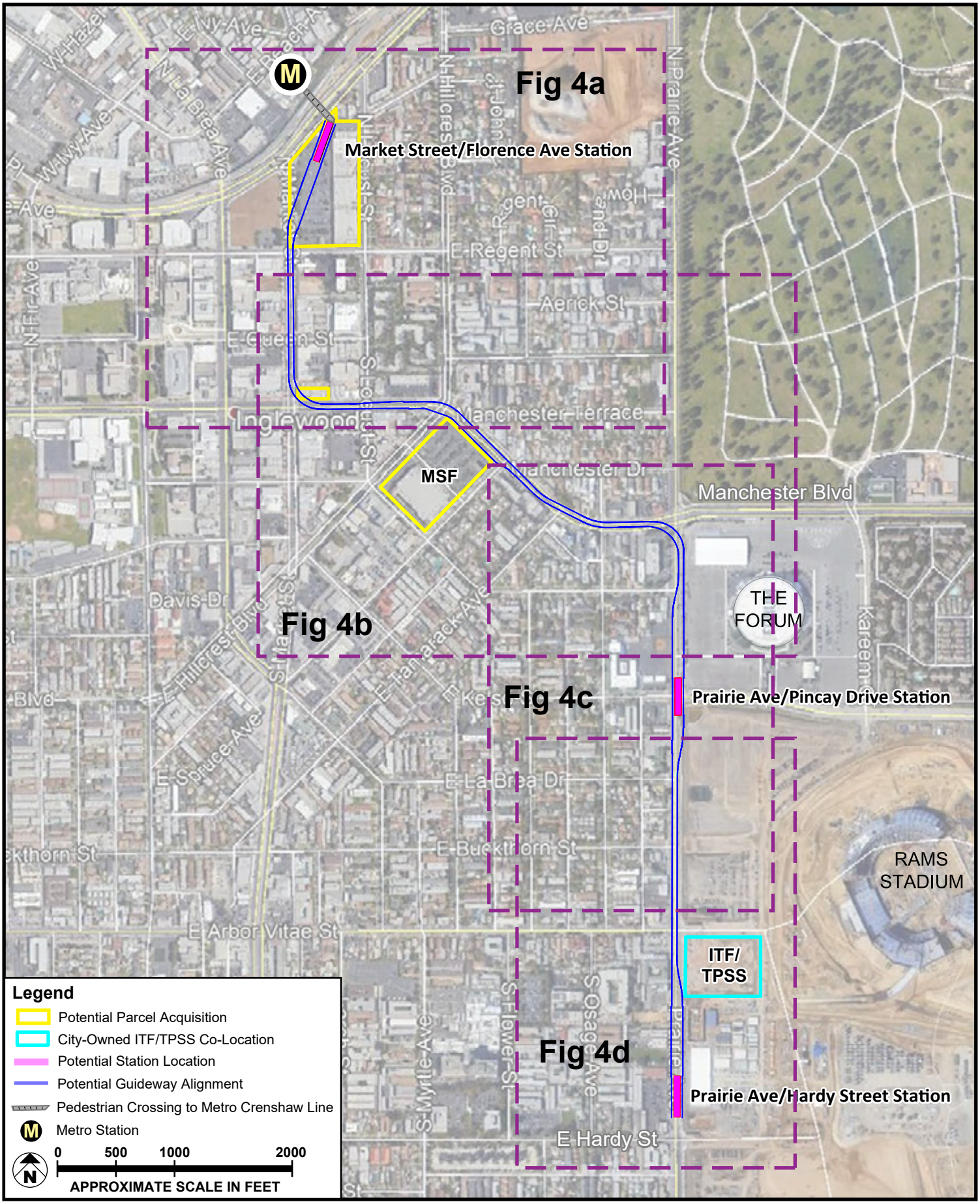


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **2**

City of Inglewood

251-003-20

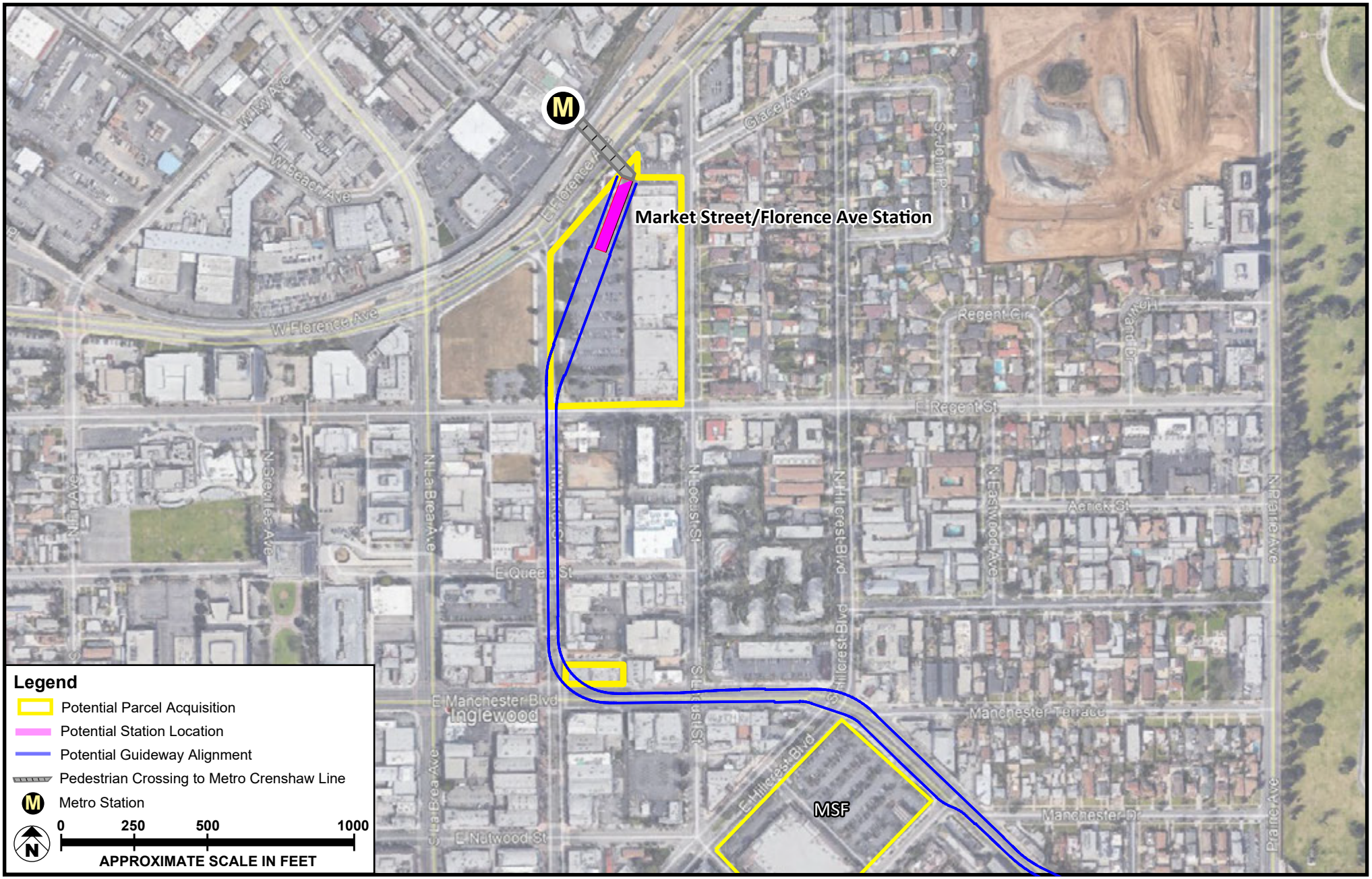


SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE **3**

Project Vicinity Map

251-003-20

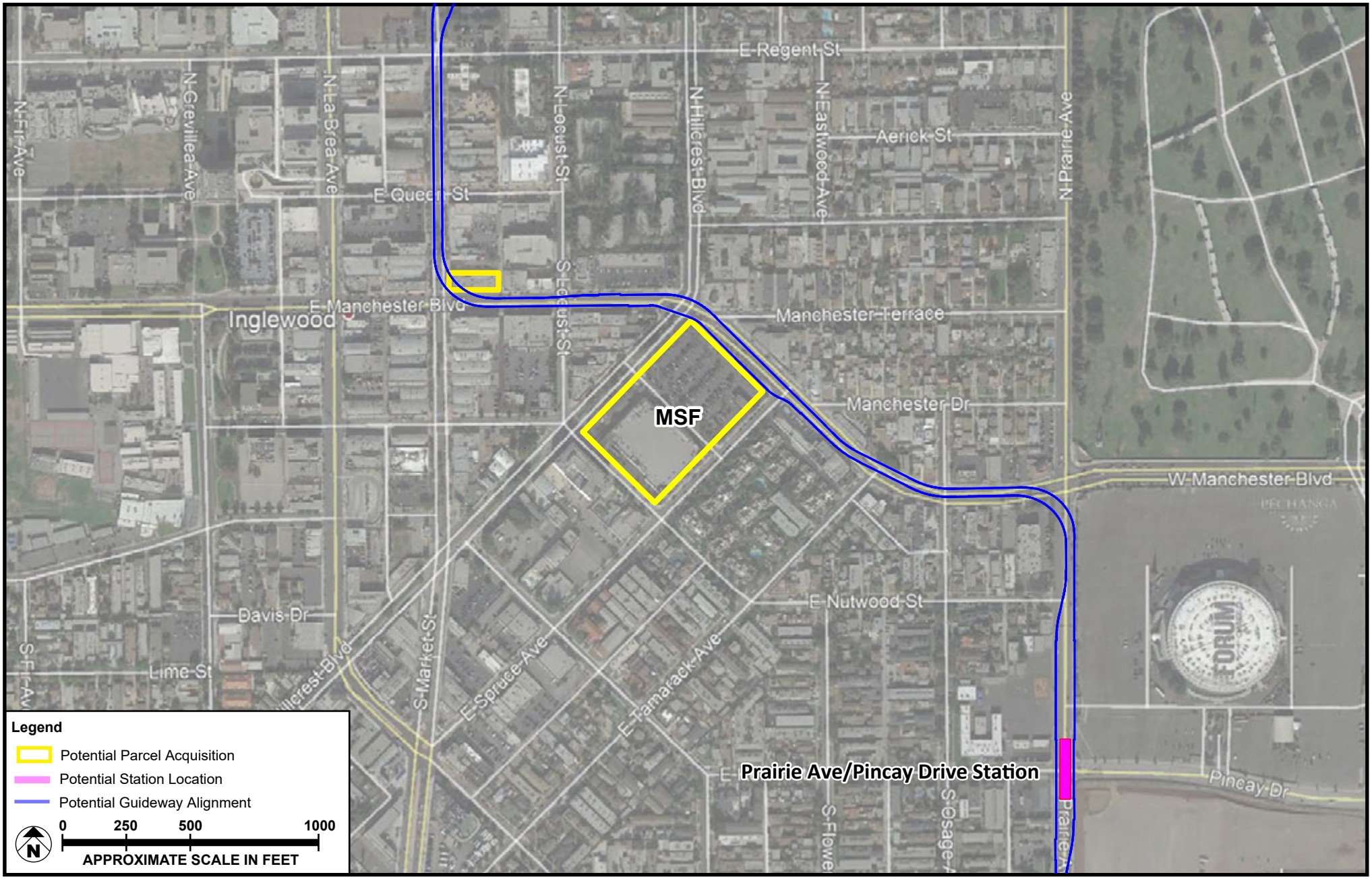


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4a**

Project Location Map

251-003-20

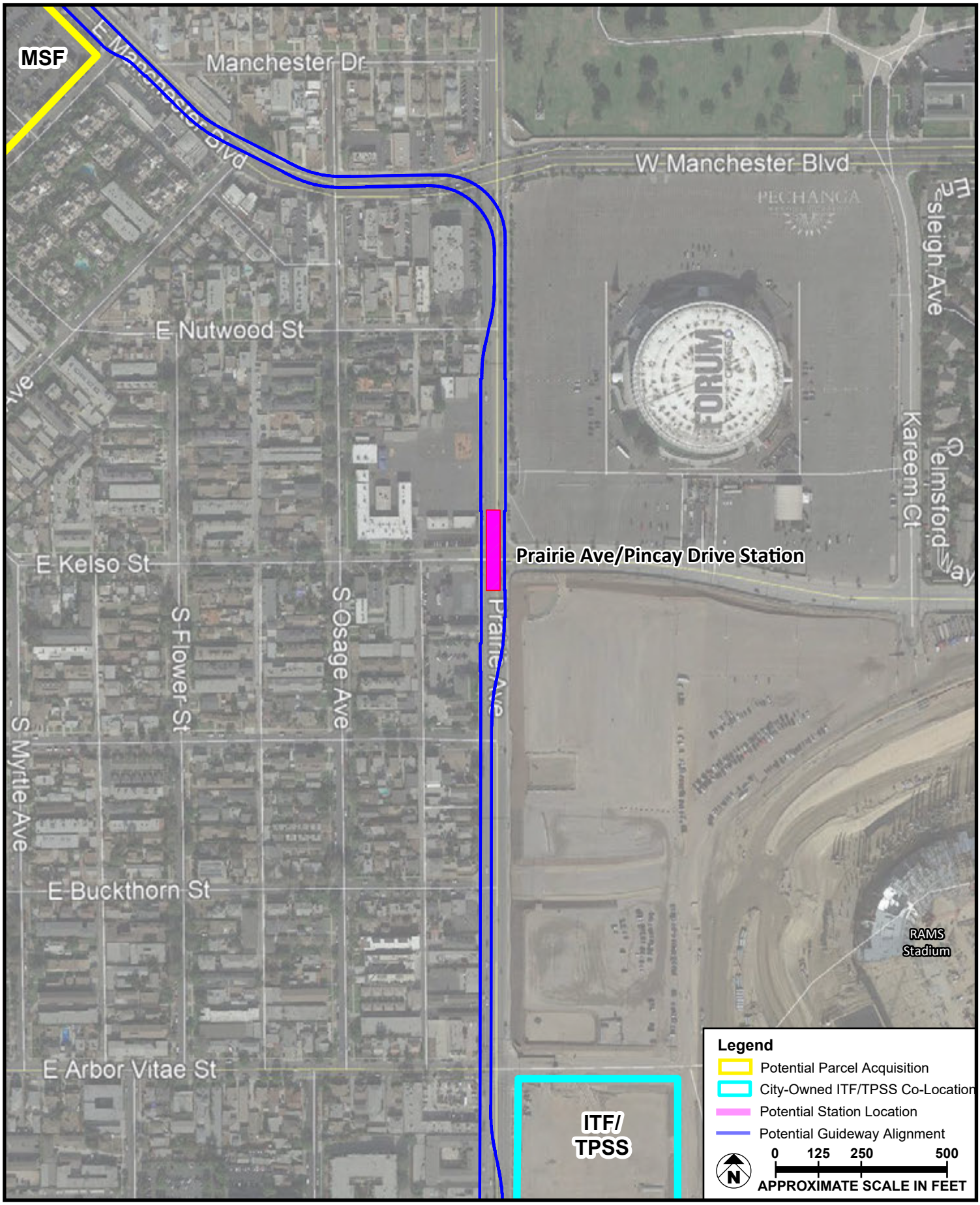


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4b**

Project Location Map

251-003-20

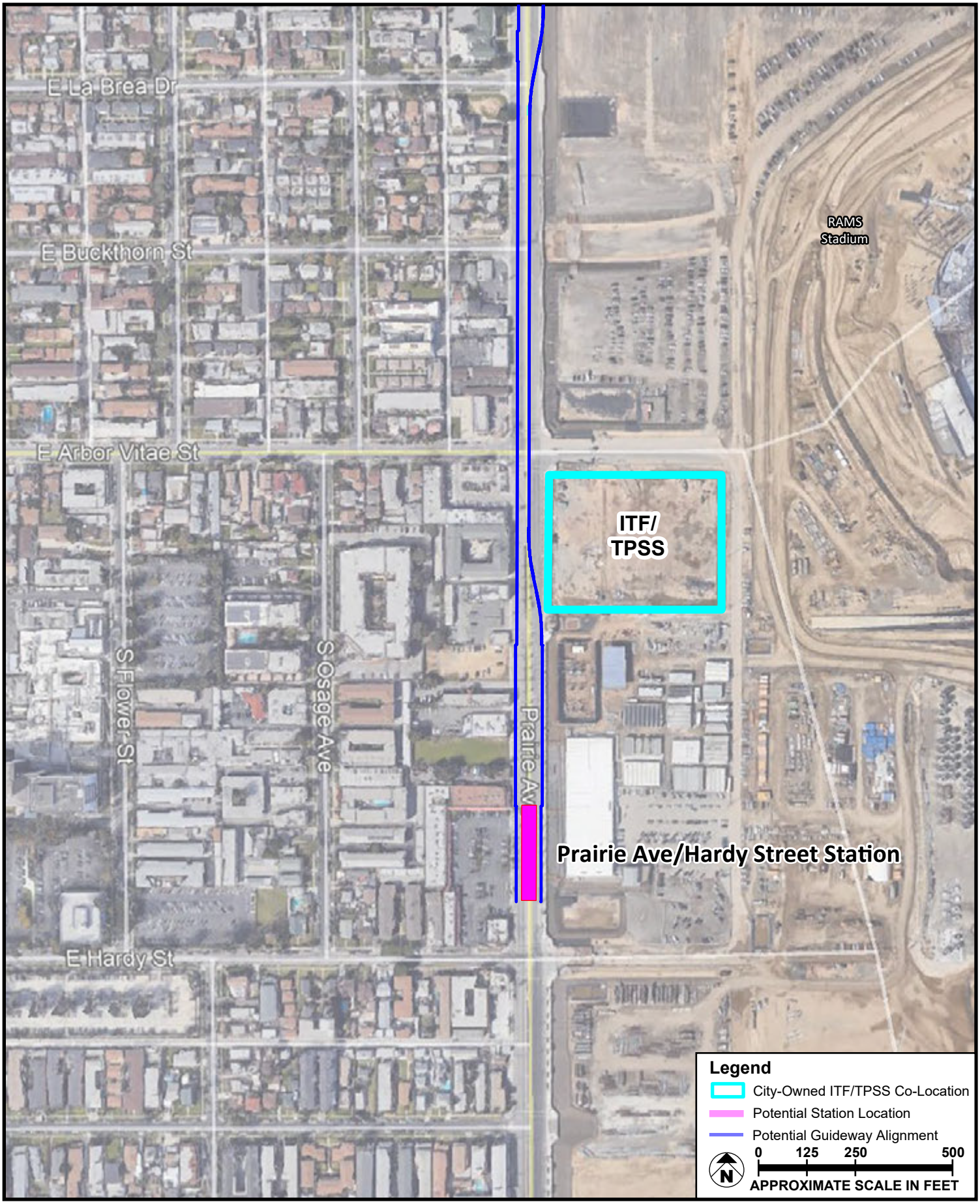


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4c**

Project Location Map

251-003-20



SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4d**

Project Location Map

251-003-20

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

Signature

Date

POTENTIAL ENVIRONMENTAL IMPACTS

2.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Except as provided in PRC Section 21099, would the Project				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☒	☐
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

2.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d. Result in the loss of forestland or conversion of forestland to nonforest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to nonforest use?	☐	☐	☐	☒

2.3 Air Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

2.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				
c. Have a substantial adverse effect on State or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

2.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries	☐	☒	☐	☐

2.6. Energy

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

2.7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
disposal systems where sewers are not available for the disposal of wastewater?				
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

2.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, Would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
g. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

2.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on or off site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

2.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☒	☐	☐	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

2.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

2.13 Noise and Vibration

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels the vicinity of the Project in excess of standards established in the local	☒	☐	☐	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
general plan or noise ordinance, or applicable standards of other agencies?				
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐

2.14 Population, Employment and Housing

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.15 Public Services

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
iv. Parks?	☐	☐	☐	☒
v. Other public services?	☐	☐	☐	☒

2.16 Recreation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.17 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e. Result in inadequate emergency access?	☒	☐	☐	☐

2.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with the cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)?	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (d) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

2.19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new and expanded entitlements needed?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

2.20 Wildfire

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

2.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

1.0 PROJECT DESCRIPTION

1.1 Introduction

The City of Inglewood (City) is currently undergoing a historic transformation into a world-class sports destination, entertainment destination, and major employment center within the greater Los Angeles region. First, in 2012, over $100 million was invested in the Forum, making it one of the largest indoor concert venues that hosts some of the largest entertainment acts in the country. Next, the redevelopment of approximately 298 acres at Hollywood Park includes thousands of new residential units, millions of square feet of commercial and recreational uses as part of the Los Angeles Stadium and Entertainment District (LASED) project. At the centerpiece of Hollywood Park is the new $5 billion-dollar, 70,240 seat National Football League (NFL) SoFi Stadium to be shared by both the Los Angeles Rams and Los Angeles Chargers. The SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. In August 2020, the City approved the Inglewood Basketball and Entertainment Center, which includes a new arena that will be home to the Angeles Clippers of the National Basketball Association (NBA) and will include the team's headquarters, training facilities, retail and restaurants. Finally, among other developments including hotels, retail commercial and hotel projects in the application pipeline, a new Los Angeles Philharmonic music and cultural campus for the Youth Orchestra Los Angeles (YOLA), designed by architect Frank Gehry, will also be headquartered in Inglewood and set to open by

Pivotal to the City's transformation is the new 8.5 mile Metro Crenshaw/LAX Line. Slated to begin service in 2021, the Metro Crenshaw/LAX Line will enhance transit access to the City and include stations at Aviation/Century, Westchester/Veterans, Downtown Inglewood, Fairview Heights, Hyde Park, Leimert Park, MLK Jr., and Expo/Crenshaw. It will extend light-rail transit from the existing Metro Expo Line station at Crenshaw/Exposition Boulevards to the Metro Green Line station at Aviation/Century Boulevards, and provide a transit connection to Los Angeles International Airport (LAX) via the City of Los Angeles's automated people mover (APM) system at the Airport Metro Connector 96th Street Transit Station, set to begin passenger service in 2023. Yet, even upon completion of the Metro Crenshaw/LAX Line, patrons who wish to use the Metro rail system to travel to events at the Forum, the SoFi stadium, the IBEC, or other activity sites would face a "last-mile" gap of approximately 1.5 to 2 miles between the Metro Crenshaw/LAX Line and the City's new activity centers. This gap is longer than a convenient walking distance for patrons traveling to the City's activity centers.

As Inglewood transforms into a major regional activity center, the number of vehicular trips associated with new jobs, retail, entertainment, and residential opportunities is anticipated to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5 percent per year, and many

key intersections and highway corridors already experience congestion. According to the Southern California Association of Government's (SCAG) *Connect SoCal - 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy's "*Demographics And Growth Forecast," substantial socioeconomic and demographic growth is projected in the region. The City is projected to be one of the highest growing housing and employment centers in Los Angeles County with growth rates of 20 percent in population, 27 percent in number of households, and 36 percent in employment from 2016 to 2045.[1] As the City is anticipating increases in traffic associated with the sports and entertainment venues and preparing for the opening of the SoFi Stadium, it is updating its Mobility Plan, developing a Stadium Events Transportation Management and Operations Plan (TMOP), working with transit agencies to improve transit operations to the City, creating an on-site satellite parking program with event shuttle service, and installing a comprehensive intelligent transportation system. Yet, the physical capacity of the existing local and regional roadway network may challenge the ability of residents and visitors to access the City's amenities easily in the future. Bus transit, shuttles and other alternative modes will still compete with existing roadway traffic and may not provide convenient, time-certain connectivity when compared to an elevated rail connection.

Now, the City proposes the Inglewood Transit Connector Project (proposed Project), as a 1.6-mile, three station, fully elevated, electrically powered APM system that will seamlessly connect passengers directly from the Metro Crenshaw/LAX Line's Downtown Inglewood station to new housing and employment centers, and regionally serving sports and entertainment venues. Most importantly, over 80 percent of the Project corridor (defined as the area within ½ mile of the proposed Project stations) is located within the top 25 percent of CalEnviroScreen[2] 3.0 census tracts, three disadvantaged communities and three low-income communities. The proposed Project will offer these Priority Populations an essential but otherwise lacking transit connection to the countywide Metro Rail system and regional employment opportunities including Los Angeles International Airport (LAX). Ensuring that long-time residents, employees and business are provided direct connection to the regional Metro Rail system while also providing visitors with a seamless connection to event venues is essential to Inglewood's transformation into a world-class city.

The City proposes the proposed Project to address projected future congestion, improve overall mobility and levels of service, and advance its sustainability goals. Providing transit access to the City's new activity centers will advance local and regional goals to increase transportation choice, significantly reduce GHG

1 SCAG. 2020-2045 RTP/SCS- ConnectSocal. Demographics And Growth Forecast. https://www.connectsocal.org/Documents/Adopted/fConnectSoCal_Demographics-And-Growth-Forecast.pdf. September 1, 2020.

2 California Office of Environmental Health and Hazard Assessment (OEHHA), CalEnviroScreen. https://oehha.ca.gov/calenviroscreen

emissions, improve air quality and human health, reduce per-capita vehicle miles travelled (VMT), reduce the growth of congestion on local and regional roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment.

1.2 Project Background

As early as 2017, in effort to address the City's critical mobility issues, the City of Inglewood partnered with Metro to analyze viable transit connection options from the Metro Crenshaw/LAX Line to the LASED. With the City's input, Metro conducted a study to explore how best to connect Inglewood's future LASED to Metro's rail system via a high-capacity transit connection. The Metro study analyzed (1) an interlined operability connection from the Metro Crenshaw/LAX Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Metro Crenshaw/LAX Line; and (2) operability options for independent services that could provide connections from the Metro rail system at nearby Metro stations along the Metro Crenshaw/LAX Line to the NFL stadium. At the conclusion of the study, the City and Metro agreed that the interlined operability scenario is infeasible due to the cost and complexity that would be created on the Metro rail system.

Consistent with Metro's recommendations, the City continued to analyze several independent operability transit connections to the City's activity centers. In July 2018, pursuant to the requirements of the California Environmental Quality Act (CEQA), the City as the Lead Agency prepared a Notice of Preparation (Original NOP) and an Initial Study (Original IS) (SCH 2018071034). The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the Project. The Original NOP and IS were circulated and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

Since 2018, the City has collaborated with a myriad key stakeholders, including the City's residential, commercial and nonprofit leaders and along with the other jurisdictions, including but not limited to the South Bay Cities Council of Governments, Caltrans, Metro, other transit agencies, the City of Los Angeles, the County of Los Angeles, and leadership representatives from the LASED event venues, and has now refined the proposed Project.

1.3 Environmental Setting

The proposed Project is located in the northern portion of the City of Inglewood east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1**).

The proposed Project will be constructed in an area generally bounded by the Metro Crenshaw/LAX Line in the north; Hardy Street in the south; the LASED to the east; and La Brea Avenue to the west (see **Figure 2**). The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. The proposed Project's guideway will be located mostly within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue (see **Figures 4a–4d**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

The City is located in the west-central portion of the Los Angeles Basin and is nine square miles and wholly surrounded by other jurisdictions. It is well-served by regional roadways, including both Interstate 405 and Interstate 105. Four major interstate highways serve the Inglewood area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-105), running east/west, the San Diego Freeway (I-405) which runs north/south, and the Harbor Freeway (I-110) running north/south east of the Study Area. The I-10, I-105, I-110 and the I-405 experience high levels of congestion, particularly during peak commute periods. I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and Los Angeles International Airport.

The roadway system in the City is primarily a grid that includes arterials, collectors, and local roads. A major arterial thoroughfare is a high-capacity urban road with the primary function of delivering traffic from collector roads to freeways or expressways, and between urban centers, at the highest level of service possible. According to the City of Inglewood 1992 Circulation Element, the following streets within in the City are classified as major arterials:

- Arbor Vitae Street,
- Centinela Avenue,
- Century Boulevard,
- Florence Avenue,
- Hawthorne Boulevard,
- Manchester Boulevard, and
- Prairie Avenue.

Minor or secondary arterials are similar to major arterials except that they may be discontinuous with the City, they may carry less traffic volume, and/or may serve as extensions of other major arterials. Several roadway improvements within the City of Inglewood are either programmed or under construction. They

include Citywide Intelligent Transportation System improvements and physical roadway and intersection improvements along Century Boulevard and Prairie and Florence Avenues.

Transit service in Inglewood is provided by Metro and the City of Inglewood. A combination of Metro Local and Rapid buses provide service to the City of Inglewood, with limited service during weekends and evenings. Inglewood is currently served by City-operated I-Line and Metro. These lines connect the City of Inglewood to the rest of the greater Los Angeles region. Metro's new Crenshaw/LAX Line is currently under construction and will provide service to Inglewood at the Downtown Inglewood Metro Station at the Market Street and Florence Avenue intersection, the Westchester/Veterans Metro Station at the southwest border of the City, and the Fairview Heights Metro Station located just west of the Florence Avenue and West Boulevard intersection. As part of the City's Mobility Plan and Event Transportation Management and Operations Plan, the City is working with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations.

The proposed Project is designed as an aerial guideway that runs approximately 1.6 miles in total length including approximately one-quarter of a mile along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue. The alignment is proposed to continue for approximately one mile south of Manchester Boulevard along Prairie Avenue to Hardy Street.

The proposed Project would be designed to serve the Forum, LASED, and the proposed IBEC. It would also be designed to be integrated with Downtown Inglewood and to take advantage of the existing Downtown assets, including, such as but not limited to:

- The Metro Crenshaw/LAX Line's Downtown Inglewood Station near Market Street and Florence Avenue. This station provides Inglewood with a new gateway to the region and provides the region with a new way to connect with Inglewood. The Downtown Inglewood Metro Rail Station is located adjacent to the proposed Project at the northern end of Market Street.
- The Civic Center, which has approximately 2,000 workers at City Hall, the Library, and Courthouse. These workers may benefit from increased high-capacity transit connectivity with the Metro Rail system and are potential customers for downtown businesses.
- Downtown Inglewood has thousands of existing parking spaces in public structures that are currently underutilized and present a major resource for off-site event parking and for supporting the area's revitalization.
- The approved development of the City-owned D3 Site—bounded by Florence Avenue, Market Street, Regent Street, and La Brea Avenue—is redeveloping into a mixed-use project with 5 stories of residential use over ground-floor retail.

- Market Street has a number of older structures and an ambiance resulting from past City investments in streetscape improvements. The City is encouraging the design and development of new mixed-use and retail along Inglewood's Market Street, along with signage, marketing, landscaping, and traffic-calming improvements. Situated in the heart of Inglewood's Historic Core, the Miracle Theater was once connected to greater Los Angeles by the Red Car system. In the late 1940s through the early 1960s, Inglewood's Market Street hosted Hollywood film premieres at several movie houses, including the Fox Theater, the United Artist's Theater, and the Ritz Theater. Built in 1937, the Ritz—now revived as the Miracle—is once again home to local and international entertainment. Featuring music, movies, comedy, and community events, the Miracle Theater provides a venue for arts and culture on Market Street.

1.4 Relationship to Existing Plans and Documents

1.4.1 Southern California Association of Governments 2020-2045 RTP/SCS

SCAG adopted the 2020-2045 RTP/SCS, also known as Connect SoCal, on May 7, 2020 for federal transportation conformity purposes and will consider approval of the study in its entirety for all other purposes within 120 days of May 7, 2020. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The 2020—2045 RTP/SCS places focus on establishing a more mobile, sustainable, and prosperous region through implementing planning strategies that focus on transportation networks. The 2020—2045 RTP/SCS core vision centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

1.4.2 The City of Inglewood General Plan and the Inglewood Mobility Plan

The City of Inglewood General Plan includes several goals and policies that are relevant to the proposed Project. The Land Use Element of the General Plan envisions the City becomes a model for sustainable development, promotes sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions, and promotes Inglewood's image and identity as an independent community within the Los Angeles metropolitan area. The City's Circulation Element of the General Plan will be updated once the Mobility Plan is finalized to reflect the City's long-range infrastructure needs and transportation goals, objectives, plans reflecting future projects.

The Mobility Plan includes performance measures that address short-term and long-term transportation improvements and policy recommendations designed to improve and enhance the City's local and regional

transportation networks. If approved, the proposed Project will serve as an integral component of the Inglewood Mobility Plan.

1.4.3 Hollywood Park Specific Plan

The Inglewood City Council approved the Hollywood Park Specific Plan, LASED project with the SoFi stadium , and voter initiative in 2015. The Hollywood Park Specific Plan is a section in the Inglewood Municipal Zoning Code that regulates and permits the incorporation of custom design guidelines and more extensive landscape than required by the zoning code and provides the land use framework for the redevelopment of the 238-acre Hollywood Park site.

The LASED project, which complies with the Specific Plan, includes a new mixed-use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility, started construction in 2014 and is slated for completion by 2023. The Specific Plan will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The proposed Project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the City. The signature component of the LASED project is the 75,000-seat SoFi NFL stadium, which includes a 6,000-seat performance venue, and that will be home to both the NFL Los Angeles Rams and Los Angeles Chargers teams. The stadium is set to open in 2020.

The proposed Project will complement and further the Hollywood Park Specific Plan's goals of making high-quality, place making improvements, creating inviting, pedestrian oriented amenities, and promoting sustainable, transit access to the stadium.

1.4.4 City of Inglewood Downtown TOD Plans

The City of Inglewood adopted the New Downtown and Fairfield Heights Transit Oriented Development Plan, which included a General Plan Amendment, Transit Oriented Development zoning, Concept Plans and Design Guidelines for approximately 913 acres in downtown Inglewood. The Plan defines and implements the City's vision to transform the quality and vitality of its downtown area and protect and enhance the environment of the Fairview Heights area. The Plan encompasses two planning areas: Downtown Inglewood (Downtown TOD) and Fairview Heights.

The Downtown TOD planning area consists of approximately 585 acres located in the center of Inglewood along the new Metro Crenshaw/LAX Line just east of the Florence Avenue and La Brea Avenue intersection. The Downtown TOD planning area generally encompasses the area within approximately half-mile from the Downtown Inglewood Metro Station.

The Fairview Heights planning area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This planning area encompasses the westerly portion of the half-mile radius area extending from the Fairview Heights Metro Station that is within the City of Inglewood.

The easterly portion of the half-mile radius surrounding the Fairview Heights Station lies within the City of Los Angeles, and the easterly portion is not part of the City's TOD project. The primary impetus for the Downtown TOD Plan was the Metro Crenshaw/LAX Line, which will greatly increase regional accessibility to Inglewood and provide the City with convenient transit connections to Los Angeles International Airport, Downtown Los Angeles, Santa Monica, and the entire Los Angeles County area.

The proposed Project will complement the Downtown TOD goals for enhanced pedestrian and bicycle mobility and the enhancement of existing public spaces that encourage transit and multimodal activities.

1.5 Project Characteristics

The proposed Project includes an automated people mover (APM) with up to three stations connecting passengers from the Metro Crenshaw/LAX Line to Downtown Inglewood, the Forum, the LASED, and the proposed Inglewood Basketball and Entertainment Center (IBEC), and accompanying support facilities. Each of the proposed Project components is described further in the following sections.

1.5.1 Automated People Mover

The proposed Project would be a fully automated, grade-separated, mass transit system, consisting of an APM that would travel along an elevated dual-lane guideway with a total of up to three stations for passenger loading and unloading. The APM would be a driverless, self-propelled electric train built entirely above grade and thereby avoid traffic and alleviate congestion on the roadway network. The APM would provide reliable, time-certain access for passengers and users traveling to and from the Metro Crenshaw/LAX Line to the City's major activity centers. The guideway would be approximately 1.6 miles in length and would be up to approximately 22 to 45 feet in height above existing grade.

The design and construction of the proposed Project elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The APM would transport passengers between up to three stations and would accommodate up to six 4-car trains operating approximately every 6 to 6½ minutes during normal day and weekends, and every 2 to 2 ½ minutes during special events. Each station would have platforms sized to accommodate an APM

train length of up to four train cars. Each train car would be up to 45 feet long; in total, the train length could reach approximately 175 feet.

Based on preliminary analysis, event annual ridership is anticipated to reach over 1 million passengers, and total nonevent annual ridership is expected to reach over 1.5 million passengers. Preliminary ridership projections also indicate that the peak ridership is expected to occur on NFL Rams game days and could potentially reach nearly 9,000 riders occurring in the 1-hour period after a game. The peak ridership would be able to accommodate up to 9,600 passengers per hour after the events combined.

Figures 3 and **4a–4d**, show the proposed Project's alignment, which would include up to three stations to serve Downtown Inglewood/Market Street, The Forum, LASED, and IBEC.

The proposed Project's stations would be designed to include, among others, features such as mezzanine areas, escalators and elevators, signage, and walkways connecting the stations to the street. Stations would accommodate passengers waiting to board APM vehicles and the boarding/deboarding of passengers to and from the vehicles. Station platforms would also provide the required space for passengers to circulate between the station platform and the adjacent facilities. Station platform minimum widths would be based on queuing and circulation analysis results.

Queuing and circulation requirements will be determined from the peak-hour number of passengers boarding and deboarding the APM for the long-range planning horizon. Stations will be required to be fully accessible to passengers with disabilities. The station locations and configuration will be refined to reflect necessary coordination with the activity generator facility designs, passenger access/egress concepts and to address utility and right of way constraints.

While many different platform configurations are possible, center platforms which generally require less infrastructure are being considered. These platforms would be located between relatively widely spaced guideways and serve as both boarding and deboarding platforms for passengers traveling in either direction on the guideway. Vertical circulation would be provided at one or both ends of station platforms, or within the length of the platform for any of these platform configurations. A "mezzanine" level is anticipated under the station platform; mezzanines will provide the connectivity to the adjacent street level through pedestrian walkways.

Maintenance and/or emergency walkways are required along the guideways to provide for passengers to evacuate from trains in case of an emergency. Passenger access from the emergency walkway to the stations is provided to bring them to a point of evacuation from the guideway.

In addition, the proposed Project would include equipment to guide the movement of trains between stations, emergency walkways and lighting, communications systems, a command and control system, a public information system, and security systems to monitor activity at station platforms, along the guideway, and at the Maintenance and Storage Facility (MSF).

Traction power substations would be constructed to provide continuous power supply for system operation. Depending on load requirements, two traction power substations may be required. The traction power substations would be connected to existing power trunk lines and would be up to 3,000 square feet in size. Locations for the traction substations would be adjacent to other proposed components of the proposed Project and existing electrical trunk lines.

1.5.2 Maintenance and Storage Facility & TPSSs

The proposed Project would include an elevated guideway with stations and other support components to provide for maintenance and addition access areas that could be either co-located or individually located at two identified sites adjacent to the proposed Project's alignment. These support facilities would include a Maintenance and Storage Facility (MSF) and two traction power substations.

An MSF is included as part of the proposed Project to provide for regular and preventative maintenance of the APM cars and equipment, as well as provide space for storage of the vehicle fleet. The MSF would consist of a single 78,000 square feet (SF) facility with three floors and sufficient space for maintenance facilities, administration facilities, an automatic car wash for exterior vehicle cleaning, equipment and materials storage area, shipping/receiving areas, and sufficient parking for staff.

Additionally, the MSF would house the operations control center where automated train operations are monitored and controlled. The MSF will also include service bays (including under vehicle bays), equipment and materials storage areas, offices, lunch/break area(s), restrooms, locker area(s), personnel wash facilities, and loading platforms, paint booth, and other work areas. Additional components include access driveways, landscaping, exterior lighting, parking, signage, and secured fencing controlling access into and out of the MSF.

The MSF location is shown on **Figure 2,** south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard. The MSF location will also include a TPSS; a second TPSS would be located at the Civic Center site. Backup generators would be located at each TPSS site to provide emergency backup power in the event of total loss of electrical feed from Southern California Edison (SCE)

1.5.3 Utilities

The proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the elevated guideway structures, stations and support facilities will strive to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

Potential utility constraints include an existing 36-inch (West Basin Water District) recycled water line identified at the Market/Manchester Alignment street centerline and several utilities within 15 feet of the alignment along Prairie Avenue. In addition, a 60-inch City of Los Angeles Department of Water and Power (LADWP) main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Nongravity flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. However, due to the span of utilities tie-ins and crossings along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace, placement of guideway columns on this alignment will be engineered to avoid relocation of gravity flow utilities including sewer and storm drains. As noted, the proposed Project along the Market/Manchester alignment will be designed so that utilities are avoided as feasible, and therefore do not pose a major impediment.

Potential land acquisitions, if necessary, for the proposed Project's implementation would be determined during final design.

1.6 Required Approvals/Consultations

The City of Inglewood has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD) – permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General

Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and

- California State Transportation Agency (CalSTA) for oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;
- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

2.0 EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist. Each response provided below evaluates how the proposed Project, as defined in the Project Description, may affect Adjusted Baseline environmental conditions at the proposed Project's location and the surrounding area.

As previously mentioned, the proposed Project is not expected to be completed and operational until 2026. Active construction is ongoing adjacent to the Project alignment and the City has approved additional construction plans which would begin construction prior to the completion of the proposed Project. An Adjusted Baseline will be used to assess the potential project impacts more accurately as the proposed Project surrounding continues to develop.

The EIR will further evaluate topics where the potential for a significant impact has been identified. The Initial Study Checklist questions that are carried forward for additional analysis may be further refined as thresholds in the EIR or combined when they address overlapping environmental issues. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

2.1 Aesthetics

Would the proposed Project:

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

Less than Significant Impact.

A significant impact regarding a scenic vista could occur if the Project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially blocked views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Scenic resources typically include natural open spaces, topographic formations, and landscapes that contribute to a high level of visual quality. They also can include ridgelines, parks, trails, nature preserves, sculpture gardens, and similar features.

The proposed Project consists of an elevated guideway that would be located in the center of the public rights-of-way. The proposed Project's alignment would extend from a point near the under-construction Metro Crenshaw/LAX Line, which will run south along North and South Market Street, east along East Manchester Avenue, and south along South Prairie Avenue before terminating near the intersection of South Prairie Avenue and Hardy Street.

The proposed Project is located entirely within the City of Inglewood in a highly developed urban area characterized by commercial, residential, and industrial uses. The existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways. The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City,[3] nor does the General Plan designate any scenic vistas within the City or its vicinity. Additionally, the Project is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System.[4] The nearest surrounding mountains, the Santa Monica Mountains, are more than 10 miles to the north.[5] No views of these mountains or of any other focal points or broad panoramic view corridors are available from public rights-of-way along the proposed alignment.

Based on the above, the proposed Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no further evaluation of this topic area is required in an EIR.

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

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially damage identified scenic resources bordered by or within the viewshed of a State-designated scenic highway.

There are no designated scenic highways near the Project. In addition, although the City of Inglewood Municipal Code (IMC) has a tree protection ordinance that requires any street trees affected by Project implementation be replaced at a 1:1 ratio, the appended tree inventory does not identify any federally or State-listed trees that would be affected by proposed Project's implementation. None of the trees inventoried is located within a State scenic highway. Historic buildings located in the vicinity of the proposed Project also do not fall within a State scenic highway, and no rock outcroppings are present on or near the proposed Project. As such, impacts would be less than significant, and no further study is required.

3 City of Inglewood, *General Plan*, "Conservation Element" (1997), 1.
4 *National Wild and Scenic Rivers System*, accessed July 2020, https://www.rivers.gov.
5 *Google Maps* accessed July 2020, https://www.google.com/maps.

c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to introduce incompatible visual elements on the Project location or visual elements that would be incompatible with the character of the area surrounding the proposed Project.

Implementation of the proposed Project would involve the construction of an aerial guideway and stations along North and South Market Street, East Manchester Boulevard, and South Prairie Avenue connecting the Metro Crenshaw/LAX Line to the NFL Stadium/Hollywood Park. The proposed Project's alignment may include up to three stations that would be fully located within the public rights-of-way. Preliminary stations locations include: North Market Street, the intersection of Prairie Avenue and Pincay Drive, and the intersection of Prairie Avenue and Hardy Street.

The proposed Project would also include support facilities consisting of an MSF, as well as TPSSs. The TPSSs would be co-located with the MSF and on a separate location at the City's proposed Intermodal Transit Center on S. Prairie Avenue. The MSF would consist of an elevated structure to provide space for maintenance and storage of the vehicle fleet, as well as to house the operations control center. The TPSS would be connected to existing SCE power trunk lines, housing necessary equipment in each TPSS including transformers/rectifiers and switches or breakers.

Height and Massing

Land uses within the vicinity of the proposed Project vary in use and height. Within downtown Inglewood (North and South Market Street), buildings to the east and west of the proposed Project are characterized by commercial retail, office, restaurant, parking, residential, and mixed uses; these building are generally low rise (less than 40 feet). Along East Manchester Boulevard, buildings to the north and south of the proposed Project largely consist of commercial uses, with some limited residential uses also present.

Along South Prairie Avenue, buildings to the west of the proposed Project are primarily commercial (heavy, general, and airport commercial) and multifamily residential uses, while uses to the east include major entertainment venues, such as the Forum and the under-construction NFL stadium. These entertainment venues include wide setbacks from the rights-of-way (approximately 300 feet or greater) and are characterized by heights in excess of 100 feet. Although the appended historic resource assessment identifies structures in the vicinity of the proposed Project that are or could be considered historic

resources, the proposed Project would not be significantly taller than existing structures in the area. Therefore, impacts would be less than significant, and this topic does not require further evaluation in an EIR.

Views

Private views are not protected by viewshed protection ordinances or by policies in the City's General Plan. Accordingly, the alteration of private views would not constitute a significant impact. The visual impact of one structure blocking another structure is not considered a significant impact because the general characteristics of the urban setting would not be altered. However, the construction of an elevated guideway as proposed by the proposed Project could obstruct views from the public rights-of-way. As such, impacts are potentially significant and will be further evaluated in an EIR.

Streetscape and Landscaping

The proposed Project would require support structures (columns and aerial cross beams) to support the guideway and stations that would be located within the street right-of-way or in some area extend bet=yond the right-of-way on sidewalks and other properties. Sidewalks and pedestrian access ways would be maintained upon implementation of the proposed Project. The façades of the proposed stations and proposed Project support infrastructure would be articulated with geometric forms and variations in color that would reduce any conflict with the visual effect of the existing building masses.

The streets bounding the proposed Project contain street trees, ornamental landscaping and landscaping throughout the rights-of-way along the proposed Project alignment. Implementation of the proposed Project could require the removal of street trees and landscaping; the prosed project would be required to replace any street trees that are removed at a 1:1 ratio as required by the IMC.[6] Streetscape and landscaping will be further evaluated in an EIR.

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

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to introduce new sources of light or glare on or from the Project that would be incompatible with the areas surrounding the Project or would pose a safety hazard to motorists utilizing adjacent streets or freeways. The determination of whether the proposed Project results in a significant nighttime illumination impact will be made considering the change

6 Inglewood Municipal Code (IMC), ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-112, Definitions, accessed July 9, 2020, http://www.qcode.us/codes/inglewood/view.php?topic=12-32-12_112&frames=off

in ambient illumination levels as a result of the proposed Project's sources and the extent to which the proposed Project's lighting would emanate in to the local surroundings and affect adjacent light-sensitive areas.

Light

Due to the urban setting of the proposed Project's location, ambient nighttime light already exists. Existing nighttime lighting sources near the proposed Project include street lights, vehicle headlights, and interior and exterior building illumination. Night lighting for the Project would be provided for exterior illumination of stations and along the elevated guideway, in addition to interior lighting of the APM's vehicle fleet, largely to provide adequate night visibility for users and to provide a measure of security. The Project would utilize outdoor lighting designed and installed to meet City code requirements for shielding. However, exterior and interior lighting associated with the proposed Project could impact adjacent properties. As such, impacts will be further evaluated in an EIR.

Glare

Glare is largely a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished or reflective surfaces. Daytime glare is typical in highly developed urban areas due to the highly reflective nature of exterior building materials and automobiles, among other sources.

The proposed Project will be located within the public rights-of-way along North and South Market Street, East Manchester Boulevard, and South Prairie Avenue; the potential locations for the support facilities may include public and/or private properties. The rights-of-way are developed with paved surfaces and include pedestrian sidewalks with assorted street furniture, vegetative planters and medians, parking lanes, and turning and travel lanes. The area currently contributes limited sources of glare in the proposed Project's vicinity. Reflective surfaces in the vicinity include automobiles traveling and parked on streets, as well as exterior building windows and façades. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The exterior lighting located on the façade of the stations and along the alignment would be shielded for glare.

The proposed Project's architectural materials may include highly polished and reflective materials, including metal and glass; as a result, the proposed Project could have the effect of increasing reflected light, thereby creating glare. Therefore, this topic will be further evaluated in an EIR.

Shade and Shadow

As the proposed Project will include elevated guideways and stations, it is anticipated that as a result of their height and mass, these structure would cast shade and shadow on adjacent properties.

The proposed Project will be constructed mostly within the public right-of-way, with shade and shadow patterns cast over the roadway including travel lanes and sidewalks. Existing land uses adjacent to the proposed Project include commercial, commercial recreation, single- and multifamily residential, and entertainment uses. Shade and shadow impacts on these adjacent uses may be potentially significant and will be further evaluated in an EIR.

2.2 Agriculture and Forestry Resources

Would the proposed Project:

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

No Impact.

Significant impacts would occur if the proposed Project were to adversely impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The location of the proposed Project is surrounded by commercial, commercial recreation, single- and multifamily residential, and entertainment uses (within the Hollywood Park Specific Plan).

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the location of the proposed Project has not been previously mapped.[7] However, the City is highly developed and entirely urbanized; no portion of the City, including the proposed Project location and surrounding development, is currently in agricultural use. As such, no portion of the proposed Project's location would qualify for designation as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

7 California Department of Conservation (CDC), Farmland Mapping and Monitoring Program, *California Important Farmland Finder,* accessed July 9, 2020, https://maps.conservation.ca.gov/DLRP/CIFF/.

b. Conflict with existing zoning for agricultural use, or Williamson Act contract?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with existing agricultural zoning or a Williamson Act contract.

As previously noted, the proposed Project's location and surrounding development are not used for agricultural, nor can they support agricultural use. The area is not subject to a Williamson Act contract. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact.

The proposed Project's location is not designated or zoned for forest or timberland. No timber operations exist in the area. Additionally, the area is highly urbanized area and is not within any forestland area. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

d. Would the Project result in the loss of forest land or conversion of forest land to nonforest use?

No Impact.

As previously noted, the proposed Project's location does not contain any farmland or forestland. Development of the proposed Project would occur in an existing highly urbanized and developed area. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to nonforest use?

No Impact.

The proposed Project's location is not designated or zoned for forest or timberland. No timber operations exist in the area. Additionally, the area is highly urbanized area and is not within any forestland area. No impacts would occur, and no further evaluation of this topic area is required in an EIR

2.3 Air Quality

Would the proposed Project:

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in the obstruction or implementation of an adopted, applicable air quality plan.

The Project is in the South Coast Air Basin (Basin). Within the Basin, the SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The SCAQMD's *2016 Air Quality Management Plan* (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving AAQS.[8]

According to the SCAQMD, there are two key indicators of consistency with the applicable air quality plan: whether the proposed Project would (1) result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and (2) would cause the area to exceed the forecasted growth incorporated into the applicable air quality plan. Construction and operation of the proposed Project are evaluated in the context of both of these indicators.[9]

Construction emissions during the construction of the proposed Project itself, as well as associated stations, MSF, and TPSS facilities, have the potential to conflict with the implementation of the AQMP. Ongoing operations (particularly at the MSF facility because the APM will be powered by electrical guideways) also have the potential for adverse effects on AQMP implementation. Thus, additional analysis, including quantification of construction and operational emissions, is required to determine whether the proposed Project would have the potential to conflict with the SCAQMD's current AQMP, SCAG's 2020-2045 RTP/SCS and the City's Energy and Climate Action Plan (ECAP) and will be further addressed in an EIR.

8 South Coast Air Quality Management District (SCAQMD), *Final 2016 Air Quality Management Plan* (March 2017), http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

9 SCAQMD, *CEQA Air Quality Handbook* (November 1993).

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard?

Potentially Significant Impact.

A project could result in significant air quality impact under this criterion if project-related emissions were to exceed federal, State, or regional standards or thresholds, or substantially contribute to an existing or projected air quality violation.

The SCAQMD has developed specific CEQA air quality significance thresholds to assess potential impacts that may result from construction and operation of projects.[10] The proposed Project is located within the South Coast Air Basin (SCAB) where these thresholds apply. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NOX), carbon monoxide (CO), sulfur oxides (SOX), and respirable particulate matter less than 10 microns in diameter (PM10) and fine particulate matter less than 2.5 microns in diameter (PM2.5) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

As stated above, the proposed Project's construction and operational activities would potentially generate pollutant emissions that could contribute to an existing or projected air quality violation. Specifically, construction of the elevated guideway and associated stations, MSF, and TPSS facilities would lead to emissions from construction equipment that could contribute to a violation of air quality standards adopted for the SCAB. Ongoing operations that would occur upon the proposed Project's implementation could also lead to emissions that could contribute to air quality violations, particularly as a result of activities at the MSF and TPSS facilities. Further analysis of the proposed Project's emissions, including quantification of construction and operational emissions and comparison to SCAQMD-recommended thresholds, is required to determine whether the proposed Project has the potential to violate air quality standards. This topic will be further analyzed in an EIR.

Significant impacts would occur if the proposed Project were to result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under applicable federal or State air quality standards.

The United States Environmental Protection Agency (USEPA) is responsible for the implementation of portions of the 1970 CAA,[11] which regulates certain stationary and mobile sources of air emissions and other requirements. USEPA sets national vehicle and stationary source emission standards; oversees the

10 SCAQMD, *CEQA Air Quality Handbook*.

11 US Environmental Protection Agency, "Clean Air Act Text," https://www.epa.gov/clean-air-act-overview/clean-air-act-text.

approval of all State Implementation Plans;[12] provides research and guidance for air pollution programs; and sets National Ambient Air Quality Standards (NAAQS).[13] NAAQS for the seven common air pollutants, Ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb), are identified in the CAA. **Table 1-1: Common Sources of Health Effects for Criteria Air Pollutants** details these pollutants.

Table 1-1
Common Sources of Health Effects for Criteria Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O3)	Formed when volatile organic compounds (VOC) and oxides of nitrogen (NOx) react in the presence of sunlight; VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil), solvents, petroleum processing, and storage and pesticides	Breathing difficulties, lung tissue damage, damage to rubber and some plastics
Respirable particulate matter (PM10)	Road dust, windblown dust (agriculture), construction and fireplaces; also formed from other pollutants (e.g., acid rain, NOx, oxides of sulfur [SOx], organics) and from incomplete combustion of any fuel	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling
Fine particulate matter (PM2.5)	Fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning; also formed from reaction of other pollutants (e.g., acid rain, NOx, SOx, organics)	Increases respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling
Carbon monoxide (CO)	Any source that burns fuel, such as automobiles, trucks, heavy construction equipment, farming equipment, and residential heating	Chest pain in heart patients, headaches, reduced mental alertness
Nitrogen dioxide (NO2)	See *carbon monoxide*	Lung irritation and damage
Lead (Pb)	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint	Learning disabilities, brain and kidney damage
Sulfur dioxide (SO2)	Coal- or oil-burning power plants and industries, refineries, diesel engines	Increases lung disease and breathing problems for asthmatics; reacts in the atmosphere to form acid rain

Source: California Air Resources Board, "ARB Fact Sheet: Air Pollution and Health" (last reviewed December 2, 2009), http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm, accessed June 2018.

12 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards (NAAQS).

13 The NAAQS were set to protect public health, including that of sensitive individuals; for this reason, the standards continue to change as more medical research becomes available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

The California Air Resources Board (CARB) is the State agency responsible for setting the California Ambient Air Quality Standards (CAAQS).[14] USEPA and CARB designate air basins as nonattainment areas where air pollution levels exceed federal or State ambient air quality standards, respectively. If standards are met, the area is designated as an attainment area. If there is inadequate or inconclusive data to make a definitive attainment designation, an area is considered unclassified. Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current federal and State attainment designations for the Basin are shown in **Table 1-2: South Coast Air Basin Attainment Status**.

As discussed above, construction and operation of the proposed Project could potentially result in the emission of air pollutants in the Basin, which is currently in nonattainment of federal air quality standards for O3, PM2.5 and Pb, and in nonattainment of State air quality standards for O3, PM10, and PM2.5.

Table 1-2
South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Attainment
Lead (Pb)	Attainment	Nonattainment
Suspended particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Sources: CARB, "Area Designations Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm (last reviewed October 18, 2017).

Trenching, paving, and other activities associated with the construction of the proposed Project's elevated guideway, as well as the associated stations, MSF, and TPSSs, have the potential to emit diesel particulates typical of construction activity. Ongoing operations at the MSF and TPSS sites also have the potential to increase the emission of the specific pollutants mentioned above, including those for which the Basin is already in nonattainment of federal and State air quality standards. Therefore, implementation of the

14 CARB, "California Ambient Air Quality Standards (CAAQS)" (August 10, 2017), https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm.

proposed Project could potentially contribute to air quality impacts that may also be cumulatively considerable with other related projects. As such, this issue will be further addressed in an EIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact.

A significant impact would occur if construction or operation of the proposed Project were to result in exposure of sensitive receptors to concentrations of air pollutants above the AAQS. The proposed Project's construction activities and operations, as described above under other thresholds, may increase air emissions above current levels.

Sensitive receptors are defined as schools, residential uses, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The nearest sensitive receptors to the Project are residences along East Manchester Boulevard, and residences, churches, and an elementary school along South Prairie Avenue.

Although the proposed Project will be an electrical powered system, the potential exists for impacts to sensitive receptors during the proposed Project's construction, as well as during certain g operations, particularly at the MSF and TPSS facilities. This would be as a result of typical construction practices such as grading and excavation, and construction activities associated with building the guideway, stations and support facilities; operation of the MSF and TPSS sites could also involve activities that generate emissions from the use of aerosols for cleaning, operation of generators and other activities.

Impacts are potentially significant, and this topic will be further addressed in an EIR. The analysis will include a Health Risk Assessment (HRA) to consider impacts associated with exposure to toxic air contaminants on nearby receptors during both construction and operation.

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

Less than Significant Impact.

Impacts would be considered potentially significant if the proposed Project were to result in the creation of objectionable odors with the potential to affect substantial numbers of people, or if construction or operation of the proposed Project would result in the creation of nuisance odors that would be noxious

to a substantial number of people as codified in SCAQMD Rule 402 (Nuisance).[15]

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

During construction, activities associated with the operation of equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. As construction-related emissions dissipate from the area, odors associated with these emissions would also decrease, dilute, and become unnoticeable.

According to the SCAQMD *CEQA Air Quality Handbook,* land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting refineries, landfills, dairies, and fiberglass molding.[16] The proposed Project would not include any of these odor-producing uses. Odors associated with the proposed Project's operation would be limited to on-site waste generation and disposal, as well as cleaning operations at the MSF. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations and be emptied on a regular basis.[17]

Implementation of the Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required in an EIR.

2.4 Biological Resources

Would the proposed Project:

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

Less than Significant Impact.

15 SCAQMD, "Rule 402: Nuisance" (adopted May 7, 1976), http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf.

16 SCAQMD, *Air Quality Handbook*, accessed July 2020, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

17 County of Los Angeles Department of Public Health, "Solid Waste Management Program," accessed July 2020, http://publichealth.lacounty.gov/eh/EP/solid_waste/solid_waste_main.htm.

A significant impact would occur if the proposed Project were to lead to adverse effects on any species identified as a candidate, sensitive, or special status species according to any adopted plan, policy, or regulation. This includes effects caused by habitat modification.

The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. The proposed Project's location consists of paved and active streets with various landscaping, as well as developed or previously developed parcels where the MSF and TPSS facilities may be located. The existing level of development in the area and in the surrounding area is not compatible with supporting wildlife and natural plant communities.

A biological assessment for the proposed Project's location was completed to determine the presence or absence of any sensitive biological resources. As part of the biological assessment, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB)[18] was used to conduct a 9-quadrant survey**.** In the Inglewood quadrant, 29 species were previously identified as seen in **Table 2-1: CNDDB Inglewood Quadrant Species List**.

There were no species listed on the CNNDB that have been observed within the area of proposed Project. Fourteen of the species listed in **Table 2-1** were no closer than 1.89 miles from the proposed Project. The only plant species on site were landscaping as well as weeds and ruderal vegetation. Of these species, none listed is a candidate, sensitive, or special-status species. None of the species listed in the CNDDB was found to be present within or surrounding the proposed Project during the field survey on May 23, 2018.

The sensitive species listed in quadrants are not within the proposed Project's footprint. The species listed tend to only occur in specific habitats that do not present within the City of Inglewood; suitable habitats for these species tend to occur in area beyond the City, such as the Santa Monica Mountains to the northwest and the coastal regions to the west. The proposed Project area is completely urbanized and has no natural open space natural plant communities.

The proposed Project is not located in a significant ecological area defined in the County of Los Angeles (the County) General Plan.[19] Moreover, the City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City.[20]

Impacts would be less than significant, and no further evaluation of this topic area is required in an EIR.

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18 California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB), "Maps and Data," accessed July 2020, https://www.wildlife.ca.gov/Data/CNDDB.

19 Los Angeles County, Department of Regional Planning (LA County DRP), *General Plan 2035,* "General Plan Update Program—Interactive Map (GP-NET)," accessed July 2020, http://planning.lacounty.gov/gpnet.

20 City of Inglewood, *General Plan*, "Conservation Element" (1997).

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

No Impact.

Significant impacts would occur if the proposed Project were to cause adverse effects on any riparian habitat or other sensitive natural community identified in an adopted plans, policies or regulations.

The proposed Project is located in an area that consists of paved rights-of-way, as well as developed or previously developed urban parcels adjacent to the proposed alignment. As such, no riparian habitat or sensitive natural community is located in the area.[21] In addition, the Project is not located in a significant ecological area defined in the County's General Plan[22] or the City's General Plan.[23]

No impacts would occur, and no further evaluation of this topic area is required in an EIR.

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

No Impact.

A significant impact would occur if the proposed Project were to adversely affect federally protected wetlands under Section 404 of the Clean Water Act.

The proposed Project is not in proximity to, nor does it contain, wetland habitat or a blue-line stream that is subject to the jurisdiction of the US Army Corps of Engineers or the CDFW. The National Wetlands Mapper does not show any federally protected streams, wetlands, or other water bodies, or any riparian habitat on site or adjacent to the proposed Project.[24]

Because the proposed Project would not have any effect on federally protected wetlands, and would not result in any removal, filling, hydrological interruption, or other means of disruption to a watercourse, no impact would occur, and no further study is required.

21 CDFW, CNDDB, "Maps and Data."
22 LA County DRP, *General Plan 2035,* "General Plan Update Program—Interactive Map (GP-NET)."
23 City of Inglewood, *General Plan*, "Conservation Element."
24 US Fish and Wildlife Service (USFWS), *National Wetlands Inventory,* "National Wetlands Mapper," accessed July 2020, https://www.fws.gov/wetlands/data/mapper.html.

Table 2-1
CNDDB Inglewood Quadrant Species List

Scientific Name	Common Name	Distance to Proposed Project (miles)
Spea hammondii	Western spadefoot	Unprocessed
Nycticorax	Black-crowned night heron	Unprocessed
Ammodramus savannarum	Grasshopper sparrow	Unprocessed
Spizella breweri	Brewer's sparrow	Unprocessed
Agelaius tricolor	Tricolored blackbird	3.06 SE
Setophaga petechia	Yellow warbler	Unprocessed
Athene cunicularia	Burrowing owl	4.19 NE
Polioptila californica	Coastal California gnatcatcher	2.01 NW
Empidonax traillii extimus	Southwestern willow flycatcher	4.19 NE
Vireo bellii pusillus	Least Bell's vireo	4.59 NE
Bombus crotchii	Crotch bumble bee	Not Present on-site
Eumops perotis californicus	Western mastiff bat	1.89 SE
Nyctinomops femorosaccus	Pocketed free-tailed bat	Unprocessed
Microtus californicus stephensi	South coast marsh vole	2.01 NW
Taxidea taxus	American badger	4.19 NE
Lasionycteris noctivagans	Silver-haired bat	Unprocessed
Anniella stebbinsi	Southern California legless lizard	Unprocessed
Phrynosoma blainvillii	Coast horned lizard	5.70 S
Eryngium aristulatum var. parishii	San Diego button-celery	2.12 SW
Centromadia parryi ssp. australis	Southern tarplant	Not Present on-site
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	0.77 NE
Atriplex coulteri	Coulter's saltbush	4.44 SE
Astragalus tener var. titi	Coastal dunes milk-vetch	0.77 NE
Sidalcea neomexicana	Salt spring checkerbloom	3.07 NW
Camissoniopsis lewisii	Lewis' evening-primrose	Unprocessed
Hordeum intercedens	Vernal barley	Unprocessed
Orcuttia californica	California Orcutt grass	3.69 SW
Navarretia fossalis	Spreading navarretia	Not present on-site
Navarretia prostrata	Prostrate vernal pool navarretia	Not Present on-site

Source: California Natural Diversity Database (CNDDB)
Notes: NE = Northeast; S = South; SE = Southeast; SW = Southwest; Unprocessed = Data for species has not been uploaded to CNDDB for mapping—cannot determine distance.

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

Less Than Significant Impact with Mitigation.

The proposed Project would have significant impacts if it interfered with the movement of any wildlife species or if it adversely impacted wildlife corridors or nursery sites.

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. The proposed Project's location consists of paved and active streets with various landscaping including street trees, as well as developed or previously developed parcels adjacent to the alignment. Therefore, current development on the site and in the surrounding area is not compatible with supporting natural plant communities.

The City of Inglewood has an adopted tree preservation ordinance.[25] The intent of these regulations is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.[26] A total of 354 trees located within and surrounding the proposed Project have the potential to be impacted by construction or removed altogether. Of those, 230 meet IMC requirements to be considered a protected tree. For all of the protected trees that would be impacted or removed, permits would be filed with the City and the regulations set forth in the IMC would be followed, reducing impacts to less than significant.[27]

No wildlife mitigation corridors are found near the Project.[28] Implementation of the proposed Project would not interfere with the movement of native resident or migratory fish species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The street trees within the footprint of the proposed Project have the potential to be utilized by migrating bird species. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA)[29] and the California Fish and Game Code. The street trees within the roadway prism would not be ideal nesting habitats for most protected species given the highly urbanized setting surrounding the Project Site and

25 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required, accessed July 2020, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_116/.

26 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent, accessed July 2020, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_110.

27 IMC, ch. 12, Planning and Zoning, art. 32, Tree Protection, sec. 12-112, Definitions.

28 County of Los Angeles*, General Plan 2035,* Fig. 9.2: Regional Habitat Linkages, available at http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-2_Regional_Wildlife_Linkages.pdf.

29 USFWS, Congressional and Legislative Affairs, "Migratory Bird Treaty Act of 1918," accessed June 2020, https://www.fws.gov/laws/lawsdigest/migtrea.html.

the existing high traffic volume. However, there is a potential for migratory birds to nest in existing street trees that would be removed. Therefore, this topic area will be further evaluated in an EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact with Mitigation.

Significant impacts would occur if the proposed Project were to conflict with any adopted local policies or ordinances that protect biological resources.

As described above, the City has an adopted tree preservation ordinance.[30] The intent of this regulation is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.[31] Street trees located within and surrounding the footprint of the proposed Project have the potential to be impacted from construction or removed. Approximately 230 trees meet IMC requirements to be considered a protected tree that potentially would be impacted or removed' for any impacted trees.

The proposed Project would meet the ordinance requirements to reduce anticipated impacts to protected trees. During construction, preservation of protected trees would take priority over the relocation or removal of a protected tree. If the removal of a protected tree is required by the proposed Project, a replacement tree will be planted meeting the requirements of the City's Master Plan or the Parks, Recreation and Library Services Department. However, as there would be loss of street trees, impacts would be potentially significant and will be discussed in the EIR.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or another approved plan designed to conserve habitat.

30 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required.
31 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent

No adopted HCP, NCCP, or similar plan applies to the proposed Project's area.[32] Consequently, implementation of the proposed Project would not conflict with the provisions of any adopted conservation plan and therefore no impacts would occur.

2.5 Cultural Resources

Would the proposed Project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to disturb historic resources that presently exist within the proposed Project location.

Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC [PRC]); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity. Further, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The City does not currently have a historic preservation ordinance or program in effect; however, the City published a historic resources study in 2000[33] that identified potentially eligible historic properties in downtown Inglewood, an area bounded by La Brea Avenue to the west, Locust Street to the east, Florence

32 CDFW, "NCCP Plan Summaries," accessed July 2020, https://www.wildlife.ca.gov/conservation/planning/nccp/plans.

33 City of Inglewood, *Main Street Inglewood: Historic Resources Survey* (2000), accessed July 9, 2020, https://www.laconservancy.org/sites/default/files/community_documents/Main%20Street%20Inglewood%20Historic%20Resources%20Survey%2C%202000.pdf.

Avenue to the north, and Hillcrest Boulevard to the south. Because potentially eligible historic properties are located adjacent to the proposed alignment along North Market Street and East and West Manchester Boulevard, impacts are potentially significant and will be analyzed in detail in an EIR.

A number of designated historic resources and resources identified as historic through previous investigation are extant in locations adjacent to the proposed alignment of the proposed Project. Further preliminary study has identified properties eligible for historic designation within or in the immediate vicinity of the proposed Project.[34]

Six previously recorded built-environment cultural resources were identified within a half-mile radius of the proposed Project.[35] One of these resources, 19-189809, is a multistory commercial building that is located immediately adjacent to the proposed Project area and may be directly or indirectly impacted by the proposed Project. In addition, five buildings/structures, located immediately adjacent to the proposed Project area, are listed on the Directory of Historic Properties Data File.

Two properties located adjacent to the elevated guideway have been listed in the National Register of Historic Places. These are the Forum at 3900 W. Manchester Boulevard and the former Fox Theater at 115 N. Market Street in Downtown Inglewood. Seven additional properties were also previously identified.

All six of these properties are situated along the proposed alignment. No previously identified historic resources were discovered on any of the proposed MSF or TPSS sites. Additional potential historic resources may be identified as a result of the environmental review process for the proposed Project, either along the alignment or on the proposed MSF or TPSS sites. Conversely, some previously identified properties may have since been altered such that they are found to be no longer eligible for historic listing.

As currently described, the guideway, support structure, and stations for the proposed Project will be contained within the public rights-of-way, and construction of the various structures is not anticipated to require the demolition or alteration any existing buildings or structures immediately adjacent or in the immediate vicinity of the proposed Project. Because these elements will be contained within the public rights-of-way, it is not anticipated that their construction will result in any direct impacts to historic resources. Construction of the guideway, support structure, and stations does, however, have the potential for indirect impacts to identified historic resources located immediately adjacent to the proposed alignment. These structures could affect the setting in which the identified resources are located, which could in turn affect those attributes that contribute to the historic character of these resources.

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34 *Historic Resources Impact Memo*, Paul Travis, AICP, and Kari Fowler, Historic Resources Group (HRG), January 17, 2019.
35 *Historic Resources Impact Memo*, Paul Travis, AICP, and Kari Fowler, Historic Resources Group (HRG), January 17, 2019

As mentioned above, the proposed Project includes an MSF and TPSS locations along the proposed alignment that are under consideration. Depending on the final location, construction of the MSF and TPSSs may require demolition of existing improvements at those locations. Historic resources do not appear to be present at these sites. Pending further analysis to determine if any historic resources are located on the proposed locations, construction of the MSF and TPSSs has the potential to result in direct or indirect impacts to previously unidentified historic resources.

The proposed Project has the potential to result in indirect impacts to previously identified historic resources. Pending further analysis to determine if historic resources not previously identified are present, the proposed Project also has limited potential to result in direct impacts to historic resources.

This topic will be further evaluated in an EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact with Mitigation.

A significant impact would occur if grading or excavation activities associated with the proposed Project were to disturb archaeological resources that presently exist within the proposed Project's location.

Archaeological resources include material evidence of past human life and culture of previous ages. Section 15064.5 of the CEQA Guidelines generally defines a historic or archeological resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

A literature review and records search was conducted at the South Central Coastal Information Center housed at California State University, Fullerton.[36] The records search included the proposed Project's area (half-mile radius). The records search indicated that no prehistoric or historical archaeological resources have been recorded within the area or within a half-mile radius of the area. The records search indicated that at least 21 previous studies have been conducted within a half-mile of the proposed Project's area since 1984; none of these studies appears to include the proposed Project's area.

36 *Cultural Resource Investigation*, Roberta Thomas, M.A., RPA, and Gena Granger, M.A., RPA, PaleoWest Archaeology (PaleoWest), December 12, 2018.

The proposed Project will require excavation, grading, drilling, and other related construction activities that involve extensive ground disturbance that could expose undiscovered archaeological artifacts. However, as much of the area has experienced prior development, the potential for such discoveries is considered low. Further, deeper ground disturbing activities, such as drilling for columns, would involve technique that would not provide for successful recovery of any artifacts as they would be destroyed during drilling. Therefore, there is a potential for unearthing or destroying previously unknown archaeological resources. This topic will be further analyzed in the EIR.

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

Less Than Significant Impact with Mitigation.

A significant adverse effect would occur if grading or excavation activities associated with the proposed Project were to disturb previously interred human remains.

Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. Thus, the potential to disturb human remains exists. Any potential impacts would be minimized as the proposed Project would comply with California Health and Safety Code Section 7050.5 and PRC Section 5097.98 in the event any human remains are discovered during project construction. California Health and Safety Code Section 7050.5 requires the construction to halt and no further excavation or disturbance of the site or any nearby area if human remain is discovered on the Project Site. A coroner of the county will be notified to examine the human remain. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. Until the coroner has examined the human remains construction activities may not continue.

PRC Section 5097.98 governs the discovery of Native American human remains which will be further discussed in **Section 2.18 Tribal Cultural Resources**.

Impacts would be potentially significant however, they would be mitigated with compliance of California Health and Safety Code Section 7050.5 and PRC Section 5097.98 This topic will be further discussed in the EIR.

2.6 Energy Resources

Would the proposed Project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact.

Construction

Project construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the proposed Project; construction worker travel to and from the proposed Project; and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). The amount of energy that would be consumed by these uses would not be considered excessive and would be similar to that consumed for other large construction projects. Electricity consumption that would be required during construction would be limited and temporary, and would cease upon the completion of construction.

Construction activities, including the expansion of existing buildings, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support proposed Project construction activities; thus, there would be no demand generated by construction. Construction of the proposed Project would not result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new natural gas facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed Project would be required to coordinate infrastructure removals or relocations with local utility providers and comply with site-specific requirements set forth by the utility providers, which would ensure that service disruptions and potential impacts associated with construction, as well as development within utility easements, are minimized. In addition, prior to ground disturbance, construction contractors for the proposed Project would notify and coordinate with utility providers to identify the locations and depth of existing utility lines to avoid disruption of service to other properties.

Construction vehicles traveling to and from the proposed Project would result in on-road gasoline-related energy consumption. Construction of the proposed Project would require the export of debris from the proposed Project and staging areas. Construction worker travel to and from the proposed Project would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. Given that the construction period is expected to be limited to a short time frame and would be temporary, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel

supplies. The energy demands during construction would be typical for projects of this size and would not necessitate additional energy facilities or distribution infrastructure.

Compliance with State and regional air quality regulations and established construction standards that limit vehicle idling and promote the use of alternative fuels would minimize the unnecessary consumption of energy during construction. Construction energy consumption is short term and relatively minor compared to long-term regional energy use.

Because the amount and type of energy consumption required by construction-related activities are dependent upon Project design features that are not yet known, construction-related energy resource topics will be further evaluated in an EIR.

Operation

During operation of the proposed Project, energy would be consumed for multiple purposes, including but not limited to, heating, ventilating and air conditioning; lighting; and the use of electronics, equipment and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. The proposed Project's operating components would utilize electrical energy for the operation of the APM trains, as well as aspects of related Project support features, such as the stations, MSF, and TPSSs. Electricity is provided to the Project area by Southern California Edison (SCE). SCE provides roughly 90 billion kilowatts of electricity to more than 15 million people in Southern California.[37]

In addition, the proposed Project would include equipment to guide the movement of trains between stations; emergency walkways and lighting; communications systems; a command and control system; a public information system; and security systems to monitor activity at station platforms, along the guideway, and at the MSF. Traction power substations would be constructed to provide continuous power supply for system operation. Depending on load requirements, two to three traction power substations may be required. The traction power substations would be connected to existing power trunk lines and would be up to 3,000 square feet in size. Locations for the traction substations would be adjacent to other proposed components of the ITC system and existing electrical trunk lines.

With modern, energy-efficient construction materials and operating equipment, the proposed Project would comply with applicable Title 24 regulations and applicable City regulations and policies. The California Green Building Code imposes energy conservation measures for all new projects to further

37 Southern California Edison, "About Us: Who We Are," accessed July 2020, https://www.sce.com/wps/portal/home/about-us/who-we-are.

reduce energy demands with new buildings. Implementation of the California Green Building Code measures would meet or exceed the Title 24 energy efficiency regulations and further reduce demand for electricity.

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the proposed Project. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers. The proposed Project is close to numerous bus routes and the Metro Crenshaw/LAX Line light rail stations.

According to CARB's EMFAC Web Database, the Los Angeles region on-road transportation sources consumed 4.19 billion gallons of gasoline and 0.62 billion gallons of diesel fuel in 2018.[38] The net increase of the proposed Project's operational gasoline consumption would be minimal in terms of Countywide gasoline and diesel consumption.

However, because the energy consumption associated with Project operations would be dependent on design features that are not yet known, this topic will be further evaluated in an EIR.

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Potentially Significant Impact.

As discussed above, the proposed Project area's electricity needs are provided by SCE. Natural gas service is provided by Southern California Gas Company. In addition, the City has prepared an Energy and Climate Change Plan (ECAP) that establishes goal for future energy use and reliance on sustainable energy sources. The proposed Project would comply with the requirements of the ECAP and the 2020-2045 RTP/SCS in implementing energy compliance. However, because specific Project design features are not yet fully defined in terms of their energy requirements, this topic will be further evaluated in an EIR.

38 California Air Resources Board, EMFAC2017 Web Database, www.arb.ca.gov/emfac/2017/

2.7 Geology and Soils

Would the proposed Project:

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

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

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to risks associated with known earthquake faults.

Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates faults as active, potentially active, or inactive. The Alquist-Priolo Earthquake Fault Zoning Act establishes standards regulating development adjacent to active faults and areas designated as Earthquake Fault Zones. No active or potentially active faults delineated as Alquist-Priolo Earthquake Fault Zones are known to be present beneath the proposed Project.

As mentioned above, the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone.[39] Although no site-specific investigation has been performed, there have been investigations in the area, and none of them has identified a fault with the potential for surface rupture. The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. However, the potential exists for nearby faults to result in a seismic event that could result in adverse substantial impacts to people or structures constructed and operated by the proposed Project.

All components of the proposed Project would be designed and constructed in accordance with the requirements of the California Building Code regarding seismic standards as approved by the Inglewood Building Safety Division, and a geotechnical investigation will be undertaken to ensure that no Project components are astride previously unidentified faults.

39 CDC, CGS, "Earthquake Fault Zones," revised 2018, accessed June 26, 2020, https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf.

To address potential significant impacts that may result from seismic shaking from both known and unknown faults that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the proposed Project. The geotechnical study will identify and confirm the presence of known active faults with the potential for surface rupture to ensure that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

The EIR will evaluate the potential for the project to directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to strong seismic ground shaking.

The intensity of ground shaking depends primarily on an earthquake's magnitude, the distance from the source, and the site response characteristics. Although the proposed Project could be subjected to strong ground shaking in the event of an earthquake, this hazard is common throughout Southern California. The effects of ground shaking would be addressed by proper site-specific engineering design and construction in conformance with State and local building codes and engineering practices.

Prior to the issuance of building permits, a site-specific geotechnical study would be prepared by a licensed engineer that would specifically address seismic risk to the proposed Project. This study would ensure that the structural integrity of the elevated guideway, stations, support facilities and associated infrastructure would be maintained during a peak seismic event. Further, the design and construction of the proposed Project would conform to California Building Code seismic standards as reviewed and approved by the City of Inglewood Building Safety Division.

To address potential significant impacts that may result from strong seismic shaking that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the proposed Project. The geotechnical study will identify the extent of ground shaking that may occur so that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

As the proposed Project has the potential to expose people and structure to significant impacts associated with known or unknown faults, the EIR will further evaluate this topic and mitigation, if necessary, will be identified.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structure to the effects of liquefaction.

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density, fine, clean sandy soils; and strong ground motion. The effects of liquefaction can include sand boils, settlement, and bearing-capacity failures below structural foundations.

According to the CGS, the location of the proposed Project is not within an area susceptible to liquefaction.[40] Based on previous investigations and available geologic data, liquefaction zones are not mapped or known to exist beneath the proposed Project.

The following materials were consulted regarding potential liquefaction for the proposed Project:[41]

- Mapped liquefaction areas on the Inglewood Quadrangle,
- The City of Los Angeles Safety Element, and
- The County of Los Angeles Seismic Safety Element.

Based on are review of the above, it was determined that the proposed Project is not located within areas identified as having a potential for liquefaction according to these source materials. Furthermore, the regional geologic map and subsurface conditions reported in previous geotechnical investigations, and the absence of shallow groundwater, the Pleistocene age sediments underlying the proposed Project (generally dense silty sand and firm silty clay silts) are not considered prone to liquefaction. Therefore, the potential for liquefaction and its secondary effects are considered low and a Project Site-specific study in accordance with the Seismic Hazards Mapping Act[42] will not be required. The design and construction

40 CDC, CGS, *Earthquake Zones of Required Investigation,* interactive map, accessed July 2020, https://maps.conservation.ca.gov/cgs/EQZApp/app/.

41 *Inglewood Transit Connector, Technical Memorandum (DRAFT), Geology and Soils,* Geosyntec Consultants, June 25, 2018.

42 2018 California Code, Public Resources Code – PRC, Division 2 – Geology, Mines and Mining, Chapter 7.8, Seismic Hazards Mapping, Section 2690, Seismic Hazards Mapping Act.

of the proposed Project would conform to California Building Code requirements related to seismic standards, as approved by the City of Inglewood Building Safety Division.

Impacts related to seismic related liquefaction would be less than significant, and no further analysis is required.

iv. Landslides

No Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to adverse impacts associated with landslides.

The proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project.
According to the CGS,[43] the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

As such, no impacts related to slope instability or landslides would occur, and no further analysis is required.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to result in substantial soil erosion or the loss of topsoil.

The location of the proposed Project has been substantially developed with impermeable surfaces with only small areas of vegetative planters, and no areas of the site are susceptible to erosion under existing conditions. The area is highly urbanized and developed; the land is relatively flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Although development of the proposed Project has the potential to result in the erosion of soils during construction

43 California Department of Conservation, California Geological Survey, DC, CGS, *Earthquake Zones of Required Investigation.*

activities, erosion would be reduced through implementation of SCAQMD Rule 403—Fugitive Dust to minimize wind- and waterborne erosion.

The proposed Project's construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs), as detailed in a Storm Water Pollution Prevention Plan (SWPPP), would control and minimize erosion and siltation. Appropriate erosion-control BMPs may include but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms, stabilized construction site entrances/exits, and any other practices laid out in the City's *Low-Impact Development (LID) Standards Manual*.[44] Following construction activities, treated runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils.

Because the proposed Project is greater than 1 acre in size, the proposed Project will implement a SWPPP in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during the proposed Project's construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in stormwater discharge. Typical BMPs that could be used during construction include good housekeeping practices (e.g., street sweeping; proper waste disposal; vehicle and equipment maintenance; concrete washout area; materials storage; minimization of hazardous materials; proper handling and storage of hazardous materials; etc.) and erosion- and sediment-control measures (e.g., silt fences, fiber rolls, gravel bags, stormwater inlet protection, soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City.

The proposed Project's construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet-weather erosion control plan if construction occurs during the rainy season. Through compliance with these existing regulations, the proposed Project would not result in any significant impacts related to soil erosion during the construction phase.

During the proposed Project's operational phase, the proposed Project's surface areas would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. In addition, no native topsoil is present on the site because it has been previously disturbed and developed. Therefore, soil erosion impacts

44 IMC, ch. 10, Public Works, art. 16, LID Standards Manual, incorporated by reference.

associated with construction and operation of the proposed Project would not occur, and soil erosion impacts would be less than significant. No further evaluation is required.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were based on unstable soils that could result in landslides, lateral spreading, subsidence, liquefaction, or soil collapse.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The proposed Project does not involve the creation of new groundwater wells, nor are there active groundwater activities in the vicinity of the proposed Project.[45]

According to the California Division of Gas and Geothermal Resources (DOGGR), the area of the proposed Project is not located within the limits of any existing or former oil fields.[46] The area does not contain existing oil production wells, and no plugged or abandoned oil exploration wells are known to be located within the proposed Project area. The closest known oil production well is located approximately 1,00 feet east of Prairie Avenue and is categorized as "idle."[47] Therefore, while there is some history of oil extraction in the area, no oil extraction occurs or is known to have historically occurred within the area of the proposed Project.

Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the proposed Project. US Geological Survey groundwater measurements indicate that nearby groundwater is at least 85 feet below grade. Given that the proposed Project does not include substantial excavation or subterranean structures, groundwater would not be encountered during construction. The proposed Project's design features and construction would comply with all applicable building codes and standards.

45 Los Angeles County Public Works. Groundwater Wells. https://dpw.lacounty.gov/general/wells/. September 1, 2020.
46 California Division of Gas and Geothermal Resources (DOGGR), Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.32073/33.94064/15. Accessed August 31, 2020.
47 California Division of Gas and Geothermal Resources (DOGGR), Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.32073/33.94064/15. Accessed August 31, 2020.

A site-specific geotechnical study would be performed by a licensed engineer that would outline structural design elements to ensure structural integrity is maintained and account for site specific soil conditions. In addition, the design and construction of the proposed Project would conform to California Building Code requirements related to site specific soil conditions, as approved by the City of Inglewood Building Safety Division.

With adherence to existing regulations, impacts related to geological failure—including lateral spreading, off-site landslides, liquefaction, or collapse—would be less than significant. No further evaluation is required.

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

Less than Significant Impact.

Significant impacts could occur if the proposed Project were located on expansive soil that could create substantial risks to life or property.

Expansive soils include clay minerals characterized by their ability to undergo significant volume change (shrink or swell) due to variation in moisture content. Sandy soils are generally not expansive, while clayey soils generally are expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, perched groundwater, drought, or other factors. Volumetric change of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials.

Soil materials in the area tend to include: (1) artificial fill, consisting primarily of silty sand and sand with silt and gravel; (2) alluvial deposits consisting of sand, gravel, and cobles; and (3) alluvial deposits consisting of silty sand, sand, silty clay and sandy clay. Typically, sandy soils have a low expansion potential while clayey soils can have a high expansion potential. The predominance of granular content in the soils in the area including gravels, sands, and cobbles indicate a generally low potential for expansive soils.

A site-specific geotechnical study would be performed by a licensed engineer that would outline structural design elements to ensure structural integrity is maintained and account for site specific soil conditions. In addition, the design and construction of the proposed Project would conform to California Building Code requirements related to site specific soil conditions, as approved by the City of Inglewood Building Safety Division.

The proposed Project would incorporate standard construction practices to maintain the integrity of the Project's proposed structures. Additionally, the proposed Project's design features and construction would

comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant. No further study is required.

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

No Impact.

The proposed Project would result in significant impacts if it were located on soils incapable of supporting septic tanks or other alternative systems in the event that the proposed Project were not connected to existing sewer systems.

The proposed Project is located in a highly urbanized area where wastewater infrastructure is currently in place. The proposed Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the proposed Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

No impacts would occur, and no further evaluation of this topic area is required.

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

Potentially Significant Impact.

A significant impact would occur if grading or excavation activities associated with the proposed Project were to disturb paleontological resources or geologic features that presently exist within the proposed Project's location.

The area under consideration for the proposed Project has been previously graded and is not known to contain unique paleontological resource or site or any unique geologic feature. Construction of the proposed Project would require extensive excavation and the construction of foundations and columns, as well as other ground-disturbing activities which may disturb previously undisturbed soil. There is potential for the discovery of unique paleontological resources which were previously undiscovered as previously undisturbed soil may be impacted.

Due to the extensive ground disturbing activities and the potential for unearthing unique paleontological resources, this topic will be further evaluated in the EIR.

2.8 Greenhouse Gas Emissions

Would the proposed Project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact.

A significant impact would occur if construction or operation of the proposed Project were to generate quantities of greenhouse gas (GHG) emissions that would interfere with State, regional, and local efforts to meet emissions reductions targets in accordance with State regulations. The term "GHG emissions" refers to a group of emissions that are believed to affect global climate conditions.

As a transportation-related project pertaining to travel to and from downtown Inglewood, the Forum, the LASED (including the NFL stadium), and the IBEC, the proposed Project could result in short-term emissions of GHGs during construction. These emissions would generally be associated with the operation of construction equipment that would be utilized to build the elevated guideway, its associated stations, and the MSF and TPSS facilities, as well as with the disposal of construction waste and demolition debris.

The potential exists for GHG emissions to occur as a result of ongoing operations at both the MSF and TPSSs upon the proposed Project's implementation. However, the fact that the proposed Project is an APM that would likely serve to reduce vehicle trips in the Project area could result in a net decrease in GHG emissions. Nonetheless, the proposed Project's construction and operational emissions will be quantified and evaluated in an EIR.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact.

A significant impact would occur if GHG emissions generated by construction or operation of the proposed Project were to be of disproportionate magnitude relative to the growth induced by the proposed Project and consequently conflict with applicable State, regional, and local efforts to meet GHG emissions reduction targets.

Given that the proposed Project would have the potential to emit GHG emissions from both construction and ongoing operations at both the MSF and TPSSs, the proposed Project has the potential to conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. These

plans, policies, and regulations and the proposed Project's consistency with them will be evaluated in an EIR.

2.9 Hazards and Hazardous Materials

Would the Project:

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

Less than Significant Impact.

A significant impact could occur if a project were to create a significant hazard through the routine transfer, use, or disposal of hazardous materials.

Construction

During construction activities, excavation of soil impacted with petroleum hydrocarbons or dry-cleaning solvents or other contaminants may be encountered. In addition, common construction materials, such as fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions, would be utilized. The potential encounter and usage of contaminants and hazardous materials would require special handling, transport, and disposal. Hazardous materials used during construction would typically be packaged in consumer quantities with handling instructions from the manufacturers. Manufacturer instructions will be followed during required usage of hazardous materials to minimize the risk of exposure to workers and the environment.

In addition, the construction of the MSF and TPSSs will necessitate the demolition of existing structures. Demolition activities have the potential to release hazardous materials, such as asbestos containing materials (ACM), lead-based paint (LBP), and other potentially hazardous building materials in some form such as polychlorinated biphenyl, mercury, or chlorofluorocarbons found in fluorescent lighting and electrical switches. Potential exposure to hazardous materials during demolition will be limited only to the duration of demolition activities. Prior to demolition, existing buildings are required to be inspected for the presence of hazardous materials, including asbestos containing materials , lead based paint , polychlorinated biphenyl (PCB) materials and mercury.

The identification, removal, and disposal of ACM is regulated under 8 CCR 1529 and 5208. The identification, removal, and disposal of LBP is regulated under 8 CCR 1532.1. A State-certified professional would be required to conduct all work related to the identification, removal, and disposal of both ACM and LBP. If either ACM or LBP are found, a site-specific hazard control plan must be prepared and

submitted to the appropriate agency detailing removal methods and specific instructions for protective clothing and equipment for abatement personnel. A State-certified LBP and an asbestos removal contractor would be retained to conduct the appropriate abatement measures and be retained for the removal of the hazardous material in compliance with all federal, state, and local laws and regulations. Once all abatement measures have been implemented and the hazardous material has been removed, a written documentation will be submitted to the City.

The identification, removal, and disposal of PCBs is regulated by the EPA under the Toxic Substances Control Act[48] and 22 CCR 66263.44. Electrical transformers and older fluorescent light ballasts, along with other suspect material will need to be tested and verified for PCB content prior to demolition. If PCBs are detected above action levels, a material must be disposed of at a licensed facility permitted to accept the materials. The identification, removal, and disposal of PCBs must follow all federal, state, and local laws and regulations. Upon completion of abatement measures, the contractor will submit written documentation to the City.

All hazardous material identification, removal, and disposal activities will be carried out in accordance with all federal, state, and local laws and regulations in combination with enforcement mechanisms by agencies including SCAQMD and Cal/OSHA. Compliance with applicable laws and regulations will minimize the potential for exposure of individuals and the environment to hazards during the construction, demolition, and disposal process.

The transport of hazardous material is regulated by US Department of Transportation, Caltrans and the California Highway Patrol. The enforcement agencies have established driver-training requirements, load labeling requirements, and container specifications designed to minimize the exposure of hazardous materials. Manchester Boulevard and Prairie Avenue are major roadways along the elevated guideway alignment that are designated truck routes.[49] These routes are permitted for use by any vehicle exceeding a maximum gross weight of 3 tons and includes the routine transport of hazardous materials by such trucks. While hazardous materials, with some exceptions, can be transported on all City roadways, Section 31303 of the California Vehicle Code and US Department of Transportation regulations require that hazardous materials be transported by routes with the least overall travel time, ensuring that freeways and major boulevards are primarily used for the transport of hazardous materials. Prior to the commencement of construction, haul routes will be reviewed and approved of by the City.

48 Title 40, Chapter 1, Subchapter R, Part 761

49 IMC, ch. 3, Motor Vehicles and Traffic, art. 3, Truck Route Regulations, sec. 3-85, Truck Routes Established (1985).

Additionally, the NPDES General Construction Permit described above in **Section 2.6: Geology and Soils,** would include the submittal of a SWPPP, identifying various BMPs and other measures, including proper material storage, prevention, and containment of accidental spills of hazardous materials and wastes, to ensure hazardous materials are contained. All materials will also be stored, handled, transported, and disposed of in accordance with all applicable local, State, and federal regulations. Therefore, the proposed Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction. Impacts would be less than significant.

Operation

The types and amounts of hazardous materials that would be used in connection with operation of the proposed Project, including along the elevated guideway alignment and at the stations, but particularly at the MSF, would be typical of those used in an industrial setting (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicle fleet operations, coolants, absorbents, oil and fuel products, and machining wastes). All potentially hazardous materials would be used and stored in accordance with applicable federal, State, and local regulations, and the proposed Project would comply with planning and emergency response regulations pertaining to the presence of such materials. The potential for a significant hazardous impact to occur during operation of the proposed Project is considered low. Impacts would be less than significant, and no further evaluation is required.

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

Potentially Significant Impact.

A significant impact would occur if a project were to have a reasonably foreseeable chance to result in a substantial release of hazardous materials into the environment through accident or upset conditions.

Construction activities would involve the use of materials—including fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions—that would require special handling, transport, and disposal. These materials would be transported to and from the Project area for use during construction activities. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials, thereby exposing the public or the environment to hazardous materials. In addition, demolition may expose nearby environment public or the environment to hazardous debris and materials.

Contaminated sites have been known to exist within the area, some immediately adjacent to the proposed Project. This includes prior contamination at the City's Civic Center site: arsenic-contaminated soil that has recently been remediated. In addition, there are known locations of underground storage tanks at the existing 510 E. Manchester Boulevard that could have subsurface contamination associated with them, and thus, will be removed. As such, there may be the need for further investigation and remediation during demolition of this site prior to start of construction.

This topic will be further evaluated in the EIR.

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

Potentially Significant Impact.

A project would have a significant impact to hazards and hazardous materials if (a) the Project were to involve a risk of accidental explosion or release of hazardous substances (including but not limited to oil pesticides, chemicals, or radiation); or (b) the Project were to involve the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The proposed Project is located within 0.25 miles of several existing schools: Kelso Elementary School (809 East Kelso Street), ICEF Inglewood Middle Charter Academy (304 E. Spruce Avenue), ICEF Inglewood Elementary Charter Academy (434 S. Grevillea Avenue), Dolores Huerta Elementary School (4125 W. 105th Street), Crozier Middle School (120 W. Regent Street), and Inglewood High School (231 W. Grevillea Avenue).

Construction

As discussed in **Threshold 2.8-a** above, construction of the proposed Project could involve the use of hazardous materials that are typically necessary for construction of mechanical infrastructure and industrial warehouses (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the proposed Project would involve routine transport, use, and disposal of

these types of hazardous materials throughout the duration of construction activities. Construction activities are temporary in nature, and the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities. However, transportation of hazardous materials will be within a quarter mile of the schools mentioned above and this topic will be further analyzed in the EIR.

Operation

Operation of the proposed Project would require a modest amount of hazardous materials typical of mechanical infrastructure and an industrial warehouse, including the necessary chemicals and devices associated with mechanical activities. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported and/or stored on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions, and handled in compliance with applicable standards and regulations. Compliance with manufacturers' instructions and all applicable standards and regulations will minimize the potential for hazardous material emissions during operation of the proposed Project. However, the elevated guideway and stations will be located in close proximity to school sites and this topic will be further analyzed in the EIR.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were located on a site that is included on a list of hazardous materials sites.

California Government Code Section 65962.5 requires various State agencies, including but not limited to the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.[50] The State of California maintains the Hazardous Waste and Substances Site List, also

50 These lists include but are not limited to the EnviroStor (http://www.envirostor.dtsc.ca.gov/public/) and GeoTracker (http://geotracker.waterboards.ca.gov/) lists maintained by the Department of Toxic Substances Control and State Water Resources Control Board, respectively.

known as the Cortese List, as a planning document that assists Lead Agencies with CEQA compliance as it relates to hazardous materials and sites.

Section 65962.5(a)(1)requires that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) [a]ll hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC)."The hazardous waste facilities, identified in HSC Section 25187.5, are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC Section 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

No portions of the of the proposed Project are currently on the active Cortese list of sites compiled pursuant to Government Code Section 65962.5. Any site that was within the area of the proposed Project sites that were previously on the Cortese list has been sufficiently remediated to meet DTSC, SWRCB, and other agency requirements, and no longer pose a significant hazard to the public and the environment. Therefore, impacts would be less than significant, and no further evaluation is required.

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

Less Than Significant Impact.

A significant impact would occur if the proposed Project were located in an airport land use plan or within 2 miles of a public airport and would result in a safety hazard as a result of that location.

The proposed Project is not subject to the Los Angeles County Airport Land Use Plan, which was adopted in December 1991 and revised in December 2004. Los Angeles International Airport (LAX) is located more than 2 miles southwest of the proposed Project, and the Hawthorne Municipal Airport is located approximately 2.75 miles southeast of the proposed Project. The proposed Project is not located near a private airstrip.

Airport operation hazards include incompatible land uses or features such as power transmission lines, wildlife hazards, and tall structures that can interfere with aircraft operations. The proposed Project would not construct any buildings or structures to a height that would interfere with or obstruct any local airport operations. Therefore, impacts would be less than significant.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to impair the implementation of an adopted emergency response or emergency evacuation plan.

The proposed Project is located largely within public rights-of-way. For this reason, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the elevated guideway. The City of Inglewood has planned evacuation routes that assume worst-case displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault, as described in the Safety Element of the City's General Plan.[51]

The closure of lanes would be temporary and be confined only to the construction phase of the proposed Project. However, the construction duration of the proposed Project will be approximately five years which can pose a significant strain on existing emergency access routes and services provided. If the proposed Project is approved, a traffic management plan will be prepared with inputs from all applicable local agencies including fire services, police services and the City. A final traffic management plan will be submitted to the City for approval with incorporations of nearby detours and alternative routes for emergency services during each phase of construction to ensure that interference with area traffic and emergency access is minimized. The plan will require that emergency access be maintained throughout the proposed Project's construction. Due to the length of construction duration, the size of the project footprint, and the potential impact on existing emergency services, this topic will be further evaluated in the EIR.

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

No Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to significant risks associated with wildland fires.

The City is highly developed and entirely urbanized and is without an urban/wildland interface. The proposed Project is not within a Moderate, High, or Very High Fire Hazard Severity Zone as designated by

51 City of Inglewood, *General Plan* (adopted July 1995).

CAL FIRE. As such, the proposed Project would not increase or create the potential for wildland fires to occur near the proposed Project. No impacts would occur, and no further evaluation is required in an EIR.

2.10 Hydrology and Water Quality

Would the proposed Project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact.

A significant impact would occur if Project discharges (either urban or stormwater runoff) to surface water or groundwater were to violate the conditions of any of the guiding federal, State, regional, or local requirements.

Construction

During construction, the proposed Project could disturb areas that require development outside of the transportation rights-of-way, including excavation, site preparation, and infrastructure improvements. Removing existing pavement, importing/exporting soil, grading, and stockpiling could potentially result in soils being exposed, loosened, and transported by stormwater to downstream receiving waters. Additional pollutants, including oil and grease, metals, and pH-altering materials, may also be introduced to the receiving water(s) during the construction phase. However, to reduce the potential for the above impacts during the construction phase, the proposed Project will comply with the SWRCB Construction General Permit (CGP). Under the CGP, the proposed Project will prepare an approved SWPPP and implement construction BMPs. The CGP will be enforced through the City's construction, grading, and excavation permitting process.

Therefore, impacts related to water quality standards and waste discharge requirements during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed Project's elevated guideway is located within existing transportation rights-of-way. The proposed Project component would be constructed on impervious surfaces. The proposed Project's structures would also be constructed in compliance with the applicable City's and County's Municipal Separate Storm Sewer System (MS4) Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed MSF site has nearly fully impervious surfaces with the exception of a few landscape areas. The MSF site would be constructed in full compliance with the City's and County's MS4 Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed Project in located over the West Coast Basin, which is a confined aquifer, and is located approximately 220 ft below the ground surface. Urban and stormwater runoff infiltrated on site is unlikely to reach this groundwater aquifer. As a result, even if infiltration BMPs are incorporated into the proposed Project as required LID measures, such BMPs would extend to such a depth as to enter the basin. Therefore, infiltrated runoff would be unlikely to cause adverse impact to the local groundwater quality. Any potential impacts would be reduced to acceptable levels with implementation of infiltration BMPs.

Therefore, impacts related to surface water and groundwater quality standards and waste discharge requirements during both the construction and operations phases would be less than significant, and no further analysis is required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially deplete groundwater or interfere with groundwater recharge.

Construction

The proposed Project's water supply needs during the construction phase will be provided by the City of Inglewood's municipal system (MS4). There would be no impact on groundwater supplies during the construction phase of the proposed Project. Because the underlying water basin is a confined aquifer, and the water table is located approximately 50 to 200 feet below ground surface, dewatering is not anticipated during the construction phase.

Therefore, impacts related to groundwater supply depletion during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed Project could result in increased demand of potable and nonpotable water from proposed Project operation and addition of commercial sites. The proposed Project's water supply during the operation phase will be provided by the City of Inglewood, which depends on a combination of extracted groundwater from City-owned wells and potable and nonpotable water purchased from WBMWD.

However, according to the City of Inglewood's 2015 Urban Water Management Plan Update (UWMP), the City cannot meet increased water demand through an increase in groundwater extraction due to limitations in water rights. Therefore, projected demands are anticipated to be met through a combination of conservation of local surface water, imported water, graywater, stormwater capture, ocean desalination, and/or other nongroundwater sources.

Impacts related to groundwater supply depletion during the operation phase would be less than significant, and no further analysis is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on or off site;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. Impede or redirect flood flows?

Less than Significant Impact.

A significant impact could occur if the proposed Project were to substantially alter the drainage pattern of an existing stream or river such that substantial erosion or siltation would result.

Construction

No existing surface streams or rivers pass within the proposed Project's extent. The nearest open channel is Centinela Creek, approximately 1.3 miles downstream of the proposed Project. In the existing condition, stormwater runoff is collected in curbs, gutters, and inlets, and conveyed through the storm drain network. No topographic changes are proposed as part of the proposed Project. If the construction phase of the proposed Project results in increased runoff or any modifications to existing drainage patterns, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed.

Activities during construction may expose and/or loosen soils, potentially resulting in erosion and topsoil loss. The average slopes of the proposed Project extents within the Ballona Creek and Dominguez Channel

Watersheds were 0.5 and 0.9 percent, respectively. Because the slopes in the proposed Project extents are relatively flat, the majority of soil disturbance is expected to be related to importing and exporting of soil, grading, and stockpiling. All potential impacts related to these activities are expected to be reduced to acceptable levels under the CGP-required SWPPP. The SWPPP will identify any potential sources of sedimentation during construction and detail required BMPs to reduce or eliminate erosion and/or any potential alterations to drainage patterns. BMPs may include silt fencing, fiber rolls, sand bag barriers, gravel bag berms, and/or stabilized construction site entrances/exits. A Qualified SWPPP Practitioner will ensure compliance with the SWPPP by conducting regular monitoring and inspections of construction activities.

Any storm drain upgrades required to address increases in peak flow or runoff volumes would be made as part of the proposed Project's drainage design. BMPs as required by the SWPPP and the MS4 Permit would preclude any additional sources of polluted runoff during both construction and operations.

Therefore, impacts related to the creation or contribution of runoff water exceeding the capacity of existing or planned stormwater drainage systems, or providing substantial additional sources of polluted runoff, during both the construction and operation phases would be less than significant, and no further evaluation is required.

No streams or rivers run within the proposed Project's location. The proposed Project does not propose any changes to existing drainage patterns. During construction, BMPs (required and monitored under the SWPPP) would be used to reduce the volume and velocity of stormwater runoff, thereby mitigating the potential for flooding due to construction. Any accumulated sediment observed during inspection of temporary BMPs or permanent stormwater network devices would be removed to prevent flooding. The proposed Project is located outside the 100-year Federal Emergency Management Agency (FEMA) flood hazard area.[52]

Impacts related to altering the existing drainage pattern of the proposed Project's alignment structure and support facilities that would result in erosion or siltation during the construction phase would be less than significant, and no further analysis is required.

Operation

No topographic changes or altered drainage patterns are currently proposed as part of the proposed Project, and any increases in runoff would be handled through compliance with MS4 Permit requirements.

52 County of Los Angeles, Department of Public Works, *Flood Zone Determination Website,* http://dpw.lacounty.gov/floodzone/.

Surface drainage will continue to be collected via the storm drain network to be ultimately conveyed to Ballona Creek and Dominguez Channel. Should the proposed Project result in increased runoff or peak flows, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed. In the proposed condition, stormwater runoff would not encounter unprotected soils within landscaped areas.

The proposed Project will not modify the existing drainage patterns and would address any increases in runoff through compliance with the MS4 Permits and upgrades to existing stormwater infrastructure, if needed.

Impacts related to altering the existing drainage pattern of the area of the proposed Project that would result in erosion or siltation during the operation phase would be less than significant, and no further analysis is required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact.

A significant impact would occur if the proposed Project were located within an area susceptible to flooding because of the failure of a levee or dam. A significant impact could occur if the proposed Project were located in an area subject to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity.

Construction and Operation

The proposed Project is located within FEMA unshaded Zone X, which is defined as an area outside the 0.2 percent annual chance floodplain. Further, the proposed Project is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Any increase in peak flow or runoff volumes in the proposed condition would be addressed through compliance with the MS4 Permit and drainage system upgrade as part of the proposed Project.

The proposed Project is not located in any established tsunami inundation area, liquefaction zone, or landslide zone. The proposed Project is at least 1.3 miles away from any open water feature and, therefore, would not be subjected to seiche events. As stated above, the proposed Project proposed is relatively flat within both the Ballona Creek and Dominguez Channel Watersheds, and it is not adjacent to any exposed or steep grades.

Therefore, the proposed Project would have no impact related to exposing people or structures to loss,

injury, or death involving flooding during either the construction or operational phases. No further evaluation of this topic area is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact.

Construction

Regular construction activities have the ability to result in the degradation of water quality, most noticeably from erosion and sedimentation. Loose sediment itself may degrade water quality and has the capacity to carry such pollutants as heavy metals, nutrients, pathogens oil and grease, and fuels. Additionally, construction may expose the proposed Project's location and stormwater to trash, solvents, paint, etc. The CGP requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges and prohibits the discharge of nonstormwater from construction sites because these nonstormwater discharges are likely to carry pollutants to receiving waters. The BMPs detailed in the SWPPP will minimize potential for impacts from erosion and sedimentation during construction. The SWPPP will also detail use of BMPs to minimize the potential for spills of toxic or hazardous chemicals or substances into surface or ground waters.

Impacts related to otherwise substantially degrading water quality during the construction phase would be less than significant, and no further analysis is required.

Operation

The Project will address proposed changes in land use, which often results in changes in pollutant contributions, through an analysis of the anticipated pollutant concentrations and loads under both the existing and proposed condition. Any projected increase in pollutant concentrations or loads will be addressed through compliance with the MS4 Permit, as well as site-specific BMPs to address any increases in pollutant concentrations or loads.

Impacts related to substantially degrading water quality during the operation phase would be less than significant, and no further evaluation is required.

2.11 Land Use and Planning

Would the proposed Project:

a. Physically divide an established community?

Potentially Significant Impact.

The proposed Project would have a significant impact if it served to physically divide an established community.

The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. The Market Street portion of the alignment is typical of a small city's downtown. Market Street is characterized by storefronts, on-street parking, wide sidewalks, and street trees. North Market Street also includes multifamily land uses. Along Manchester Boulevard, between Market Street and Prairie Avenue, are various commercial uses with storefronts, a large supermarket, with limited residential areas on the eastern end of this road segment. Prairie Avenue between Manchester and Hardy Street is dominated on the east side by the constituent components of LASED, the Forum, and the under-construction NFL stadium. The west side is primarily multifamily residential and commercial.

Because the proposed Project is an elevated, linear guideway that will run along existing City streets, it has the potential to physically divide existing communities. Therefore, impacts are potentially significant and will be further evaluated in an EIR.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact.

Potentially significant impacts would occur if the proposed Project were to conflict with applicable land use plans, policies, or regulations of any agency with jurisdiction over the proposed Project, where those plans, policies or regulations are adopted for the purpose of avoiding or mitigating an environmental effect.

The City of Inglewood, along with the rest of the Greater Los Angeles Area, is covered by SCAG's 2016 RTP/SCS and upcoming 2020—2045 RTP/SCS. This document provides a framework for member agencies to fund and implement regional transportation infrastructure improvements that benefit the region as a whole, including transit projects such as the one described herein.

The northern portion of the proposed Project is within the City's 2016 Transit Oriented Development (TOD) Plan area of The New Downtown Inglewood, which supports the community's vision by creating a pedestrian-friendly, mixed-used Historic Downtown.[53] The purpose of the TOD Plan and Design Guidelines is to explain and implement the City's vision for transforming the quality of the environment within Downtown. It includes zoning districts and the purpose of each, as well as the use restrictions in each zoning district and other legal issues.

Along Market Street, from Florence Boulevard to Regent Street, both sides of the street are zoned for TOD Mixed-Use 1 (MU-1). The MU-1 zone provides larger-scale transit-oriented development at a higher density. Along Market Street, from Regent Street to Manchester Boulevard, both sides of the street are zoned for Historic Core (HC). The HC zone provides for a mix of uses, including ground-floor retail and restaurants, services, offices, and residential uses in the Historic Downtown in a pattern and size consistent with the existing historic urban fabric. Along Manchester Boulevard, from Market Street to Hillcrest Boulevard, both sides of the street are zoned HC. Along Manchester Boulevard, from Hillcrest Boulevard to Spruce Avenue, the south side of the street is zoned for HC and the north side is zoned for General Commercial.

The entirety of the proposed Project's location is within the City's Zoning Code and Zoning Map.[54] Along Manchester Boulevard, from Spruce Avenue to South Prairie Avenue, both sides of the street are zoned for General Commercial (C-2). Along South Prairie Avenue, from Manchester Boulevard to Hardy Street, the west side of the street is zoned for C-2. Also, on South Prairie Avenue, from Manchester Boulevard to Pincay Drive, the east side of the street is zoned for Commercial Recreation. Along South Prairie Avenue, from Pincay Drive to Hardy Street, the east side of the street is zoned for the Hollywood Park Specific Plan (HPSP). The HPSP was developed to ensure there was a complete, comprehensive code to regulate the unique development of the area, as permitted by Sections 65450-65457 of the California Government Code.[55]

Because the Project proposes land uses that differ from those currently designated and zoned for existing parcels, impacts would be potentially significant. This topic area will be further analyzed in an EIR.

53 City of Inglewood, *Transit Oriented Development Plan 2016*, "Part II: The New Downtown Inglewood," Chapter 3: Downtown Zoning, accessed July 2020, http://inglewood.arroyogroup.com/reports-and-documents/.

54 City of Inglewood, *Zoning Code and Map*, accessed July 2020, https://www.cityofinglewood.org/192/Zoning-Code.

55 City of Inglewood, *Hollywood Park Specific Plan*, accessed July 2020, https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan.

2.12 Mineral Resources

Would the Project:

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

No Impact.

Significant impacts would occur if the proposed Project's implementation would result in the loss of availability of a known mineral resource.

The proposed Project is located within a Mineral Resources Zone 3 (MRZ-3), which is an area where significant mineral deposits cannot be evaluated based on current and available data.[56] The State of California has not classified or designated mineral resource zones within the area, and the Bureau of Land Management mineral potential maps also indicate no prospective valuable deposits.[57]

In addition, the proposed Project is located entirely within a highly developed urban area characterized by commercial, industrial, and residential land uses. No records exist with respect to the presence of valuable mineral resources within the proposed Project's area or the immediate surrounding area, and no mining is currently taking place in the City.[58]

No impacts would occur, and no further evaluation of this topic area is required.

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

No Impact.

Significant impacts would occur if the proposed Project were to result in the loss of availability of a locally important mineral resource recovery site.

The proposed Project is located within MRZ-3 and, as such, information is not available to determine whether valuable mineral resources are deposited on site.

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56 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California: Part II—Los Angeles County* (1994), Plate 1B, available at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Text.pdf.

57 CDC, CGS, *Mineral Lands Classification,* data portal, accessed July 2020, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

58 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate,* Plate 1B.

As mentioned above, the proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses and no mining operations are currently being conducted in the City. There are no records of valuable mineral resources within the proposed Project's footprint or the immediate surrounding area.[59]

No impacts would occur, and no further evaluation of this topic area is required.

2.13 Noise and Vibration

Would the proposed Project:

a. Generation of a substantial temporary or permanent increase in ambient noise levels the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

Section 5, Article 2 (Noise Regulations) of the IMC governs noise measurement and acceptable levels in the City.[60] For construction of the type that would be associated with the proposed Project, construction activities would not be permitted between 8 PM and 7 AM.

Construction of the proposed Project would require the use of heavy equipment for demolition and site clearing; grading, excavation, and foundation preparation; the installation of utilities; paving; and building. During each construction phase, a range of equipment would be operated on site. Noise levels would vary based on the amount and type of equipment being used, and the location of each activity. While only temporary, noise associated with the proposed Project's construction activities may have potential impacts on nearby residences, churches, and an elementary school immediately to the proposed Project.

Operation of the proposed Project would have the potential to increase noise levels near the proposed Project due to noise emitted by the APM trains as well as on-site operational activities at the MSF and TPSS sites. However, overall noise levels in the City could decrease as a result of a decrease in vehicle trips owing to the presence of the proposed Project.

59 LA County DRP, *General Plan 2035,* "General Plan Update Program—Interactive Map (GP-NET)."
60 City of Inglewood, Municipal Code, Section 5, Article 2 (Noise Regulations).

Impacts are potentially significant. Further analyses of the proposed Project's construction and operational noise sources will be addressed in an EIR.

b. Generation of excessive ground-borne vibration or ground-borne noise levels?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in exposure of people to or generation of excessive ground-borne vibration.

Ground-borne vibration and ground-borne noise could occur during construction of the proposed Project, especially during paving, demolition, earth movement activities, pile driving, and other activities associated with the construction of an elevated guideway. Demolition, grading, pile driving, paving, and other activities typical of construction activities would occur upon proposed Project implementation. As discussed above, the proposed Project's construction would be expected to generate an increase in ambient noise levels in the proposed Project's vicinity on a temporary basis. Operation of the proposed Project could involve vibration, especially near the MSF and TPSS facilities. Therefore, analysis of potential impacts of ground-borne noise and vibration impacts will be further addressed in an EIR.

c. For a project within an airport land use plan or, where such a plan has not been adopted within 2 miles of a public airport or public use airport, would the Project expose people residing or working the Project area to excessive noise levels?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to expose people residing or working in the proposed Project area to excessive noise levels from a public airport or public use airport.

The Federal Aviation Administration (FAA) requires airports to prepare noise contour maps to assess the effects of aircraft noise to surrounding land uses. These maps can be used as an indicator of potential impacts. The closest airports to the proposed Project are the Hawthorne Municipal Airport (HHR), approximately 1.5 miles to the south, and Los Angeles International Airport (LAX), approximately 2 miles to the west of the proposed Project. Noise contours for the Hawthorne Municipal Airport remain confined within the runway of the airports and not within the proposed Project immediate area.[61]

61 LA County DRP, Hawthorne Airport: Airport Influence Area (May 13, 2003), http://planning.lacounty.gov/assets/upl/project/aluc_airport-hawthorne.pdf.

The proposed Project is partially located within the Planning Boundary/Airport Influence Area for the LAX Airport, as designated within the Los Angeles County ALUP.[62] The proposed Project falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. Portions of the proposed Project are within the 65 dBA CNEL noise contour. This includes a portion of the proposed Project located within street rights-of-way on E. Manchester Boulevard and Prairie Avenue. The proposed Project is not considered a noise sensitive use in and of itself; therefore, noise associated with LAX would not create any impacts. Further, according to the Los Angeles World Airports' Noise Contour Map for the first quarter of 2018, the proposed Project is not located within noise contours associated with LAX as determined by studies by Los Angeles World Airports.[63]

Therefore, the proposed Project would not expose people to excessive noise levels associated with airport uses. As such, impacts would be less than significant, and no further study is required.

2.14 Population, Employment and Housing

Would the Project:

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

Potentially Significant Impact.

A significant impact would occur if any aspect of the proposed Project were to lead to population growth in the Project area, either directly or indirectly.

The proposed Project will include the development and construction of a 1.6 mile long elevated guideway, connecting the future Metro Crenshaw/LAX Line with the Forum, the LASED (including the NFL stadium), and the proposed IBEC. The proposed Project would create additional employment opportunities for the local community and may lead to an increase in long-term population. The proposed Project would also provide additional connections to new entertainment centers listed above and the rest of the Greater Los Angeles Area. Because of this, the proposed Project may contribute to population growth either directly or indirectly.

This topic will be further evaluated in an EIR.

62 Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, adopted December 1991, http://planning.lacounty.gov/view/alup/

63 Los Angeles World Airports, "Quarterly Noise Reports and Contour Maps," https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/quarterly-noise-reports-and-contour-maps.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact.

A significant impact would occur if the proposed Project were to displace substantial numbers of existing housing.

The proposed Project would be constructed entirely within the existing public rights-of-way along City streets except for the MSF and the TPSSs. These features would be built on sites that are either currently vacant or being used for commercial or industrial purposes. As such, no housing would be displaced because of the proposed Project's implementation, and no impacts would occur. As noted above, portions of the proposed Project would be constructed and operated in areas that are proximate to residential uses. The proposed Project's elevated guideway and stations would be constructed almost entirely within existing public rights-of-way along existing City streets. The potential sites for the MSF and TPSS facilities are either vacant or are currently occupied by nonresidential uses. The EIR will address whether the proposed Project may have an indirect effect on these uses as a result of noise or vibration.

2.15 Public Services

Would the proposed Project:

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

i. Fire protection?

Less than Significant Impact.

The proposed Project would have a significant impact on fire protection if it were to require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. Services include fire suppression; hazardous materials protection; emergency medical treatment, including basic and advanced life support transportation; earthquake and fire safety planning; fire inspections; and building plan reviews.

The City is served by Battalion 20 within Division 6 of LACFD. Battalion 20 operates six stations in total; four of these serve the City (Fire Stations 170, 171, 172, and 173). Fire Station 171 is located approximately 0.25 miles west of the proposed Project at 141 W. Regent Street; Station 172 is approximately 0.7 miles

north at 810 Centinela Avenue; Station 173 is approximately 1 mile east at 9001 S. Crenshaw Boulevard; and Station 170 is approximately 1.1 miles southeast at 10701 S. Crenshaw Boulevard. The stations are staffed in three rotating shifts (A, B, and C). A three-platoon schedule is based on 24-hour shifts that start at 8 AM. Standard company staffing is generally a minimum of 25 personnel per shift. An assistant deputy chief oversees each of the three divisions.

Although the proposed Project would help accommodate large numbers of persons attending events at adjacent sports and entertainment venues, these people would likely be in the proposed Project's vicinity due to events at LASED or proposed IBEC. The reduction in vehicle traffic that would directly result from the proposed Project's implementation could potentially reduce the amount of fire services required in the area. Therefore, implementation of the proposed Project would not represent an increase in the need for these services.

Impacts would be less than significant, and no further analysis is required.

ii. Police protection?

Less than Significant Impact.

The proposed Project would have a significant impact on police protection services if it were to require expanded police services in the area as a result of the proposed Project's implementation.

Law enforcement services in the City are provided by the Inglewood Police Department (IPD). IPD operates one police station that houses most of the department's offices, located adjacent to Inglewood City Hall at One Manchester Boulevard. The Office of the Chief of Police, the Patrol Bureau, the Detective Bureau, the Records Division, the Custody Division, and the pistol range are all located at the police station. The Communications Division is located in the basement of the station, known as the Emergency Operations Center. The offices for the Traffic Division, the Training Section, and the Personnel Section are located on the second floor of the City Hall Building. IPD has 186 sworn officers and approximately 92 civilian personnel. The department comprises three major offices: Administrative Services, Criminal Investigative Services, and Patrol Services.

Although the proposed Project would help accommodate large numbers of persons attending events at adjacent sports and entertainment venues associated with LASED and proposed IBEC, these people would likely be in the proposed Project's vicinity regardless of the proposed Project's implementation. The proposed Project would provide an alternative mode of transit for persons attending such events but would not result in greater attendance than would otherwise be expected to occur. Because the proposed Project would divert some attendees who would otherwise travel by private vehicle, the proposed Project

will reduce vehicle traffic. The reduction in surface vehicle traffic could potentially reduce the amount of police services required in the area. Therefore, the implementation of the proposed Project would not increase the need for police services.

Impacts would be less than significant, and no further study is required.

iii. Schools?

No Impact.

Significant impacts would occur if the Project were to necessitate the construction or expansion of schools in the proposed Project's area.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for school facilities. Because the proposed Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of schools would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

iv. Parks?

No Impact.

Significant impacts would occur if the proposed Project were to result in a need for new or expanded parks facilities.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for parks and recreational facilities. Because the proposed Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of parks or recreational facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

v. Other public services?

No Impact.

Significant impacts would occur if the proposed Project were to result in an increased need in public services other than those described above.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for other public services such as libraries. Because the Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of library facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

2.16 Recreation

Would the proposed Project:

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

No Impact.

Significant impacts would occur if the proposed Project were to result in an increased use of existing recreational facilities such that these facilities would need to be expanded or new ones constructed.

The proposed Project would primarily serve special events at the existing, under-construction, and proposed sports and entertainment venues associated with LASED. As such, most of ridership would use the proposed Project for events at those facilities and would not visit existing neighborhood or regional parks. In addition, weekday commuter ridership on nonevent days would not increase the use of neighborhood and regional parks.

No impacts would occur, and no further evaluation of this topic area is required.

b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact.

Significant impacts would occur if the proposed Project were to include recreational facilities or required the expansion or construction of existing residential facilities.

The proposed Project does not include recreational facilities. Because it will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of recreational facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation of this topic area is required.

2.17 Transportation and Circulation

Would the proposed Project:

a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in conflicts with an adopted plan, ordinance, or policy that establishes measures of effectiveness for the performance of the circulation system.

The proposed Project would not result in a significant net increase in development that could result in an increase in daily and peak-hour traffic within and near the proposed Project. Along the elevated guideway, South Prairie Avenue and East Manchester Boulevard are designated as north–south and east–west Major Arterial routes, respectively, and Market Street (North and South) is designated as a north–south Minor Arterial.[64] In addition, construction of the proposed Project has the potential to affect the transportation system through the hauling of excavated materials and debris; the transport of construction equipment; the delivery of construction materials; and travel by construction workers to and from the proposed Project.

As part of the regional transit network, the proposed Project would divert passengers that might otherwise travel by car. The proposed Project would reduce vehicle trips in the area because it would be utilized not only for events at LASED, but also for regular workdays, its impacts with regard to existing transportation plans will be further evaluated in an EIR.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact.

A significant impact could occur if the proposed Project were to inconsistent CEQA Guidelines section 15064.3, subdivision (b).

CEQA Guidelines 15064.4 describe specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For

64 City of Inglewood, *General Plan*, "Circulation Element" (1992), 17.

the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the Project on transit and nonmotorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

For transportation projects, the Guidelines state that such projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

Implementation of the proposed Project would serve to reduce vehicle trips in the area because the proposed system would be an alternative to private vehicles both for workday commuters as well as those attending events at LASED.

Although the proposed Project will have a less than significant impact, this topic will be discussed in the EIR to illustrate the reductions in VMT and compliance with CEQA Guidelines section 15064.3, subdivision (b).

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to substantially increase hazards due to certain design features or incompatible uses.

The roadways adjacent to the proposed Project are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the proposed Project would serve to decrease vehicle trips in the area because it represents an alternative transportation option both for workday trips and special events at LASED and the proposed IBEC.

Given that the proposed Project will be implemented within the rights-of-way of existing City streets, its use as a mode of transportation is compatible with current uses in the proposed Project area. However, supporting infrastructure associated with the proposed Project, such as columns supporting the elevated guideway and stations, have the potential to interfere with line of sight on existing roads. Therefore, impacts are potentially significant and will be further evaluated in an EIR.

d. Result in inadequate emergency access?

Potentially Significant Impact.

Significant impacts could occur if the proposed Project's implementation were to result in inadequate emergency access in the proposed Project area.

Due to the proposed Project being a linear feature located largely within public rights-of-way, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the guideway alignment. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of traffic flow of the affected roadway. The proposed Project would also generate construction traffic, particularly by haul trucks, that may affect the capacity of adjacent streets and highways. These changes could impact emergency access. Therefore, impacts related to emergency access are potentially significant, and this topic will be further evaluated in an EIR.

2.18 Tribal Cultural Resources

Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to disturb historic resources that presently exist within the area of the proposed Project.

As discussed above under **Section 2.5: Cultural Resources,** Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

The construction associated with the proposed Project has the potential to affect previously undiscovered historic resources. In accordance with AB 52, the City sent notification letters on July 31, 2018, notifying

the four following tribes: Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, and the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Additionally, the Gabrieleno Band of Mission Indians–Kizh Nation was identified as a relevant party. The Gabrieleno Band of Mission Indians- Kizh Nation (Tribe) was the only Tribe that requested consultation for the proposed Project. Members of the Tribe provided an overview of the Tribe experience with other projects in the Los Angeles basin including work where artifacts had been unearthed as part of ground disturbing activities. The Tribe also noted that many of these discoveries were the result of many of the transit routes following historic roads and routes in the LA Basin.

As a result of the consultation with the Tribe, it is determined the proposed Project may have a potentially significant impact on tribal sites and places. The topic will be further studied in the EIR.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (d) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact.

PaleoWest Archaeology contacted the NAHC for a review of the Sacred Lands File on June 15, 2018, to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the proposed Project area. The NAHC indicated that the SLF did not yield any results on potential tribes that may be affected. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources. As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project.

As mentioned previously, tribal outreach and consultation were completed on July 31, 2018, when the City sent out notification letters notifying the four tribes and one relevant party. The Gabrieleno Band of Mission Indians- Kizh Nation (Tribe) was the only Tribe that requested consultation for the proposed Project. As a result of the consultation, it was determined the proposed Project may unearth tribal artifacts and resources. The topic would be further assessed in the EIR and mitigation measures will be incorporated, as necessary.

2.19 Utilities and Service Systems

Would the proposed Project:

a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact.

The proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the Proposed Project's elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

Potential utility constraints include an existing 36-inch (West Basin Water District) recycled water line identified at the Market/Manchester Alignment street centerline and several utilities within 15 feet of the alignment along Prairie Avenue. In addition, a 60-inch City of Los Angeles Department of Water and Power (LADWP) main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Nongravity flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. Utilities tie-ins and crossings are present along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace; in these areas, guideway columns on this alignment will be sited and engineered to avoid relocation of gravity flow utilities including sewer and storm drains. The Proposed Project along the Market/Manchester alignment will be designed so that utilities are avoided wherever possible, including significant utilities beneath Prairie Avenue. Although some minor utility relocation may be necessary, there appears to be sufficient room for such relocation, such that the presence of existing utilities does not appear pose a major impediment.

Impact on existing utilities will be addressed in the EIR.

b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than Significant Impact.

A significant impact could occur if a project were to increase water consumption to such a degree that new water sources would need to be identified.

Water supply to the City of Inglewood is provided through WBMWD and the West Coast Groundwater Basin via City wells.[65] The City's UWMP concludes that Inglewood has sufficient existing water supplies so that a nonwater-intensive project, such as the one proposed, would not result in a strain on existing water supplies. Because water supplies in the proposed Project area are more than sufficient, impacts would be less than significant, and no further study is required.

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

Less than Significant Impact.

A significant impact would occur if a project were to increase water consumption or wastewater generation to such a degree that the capacity of the existing facilities would be exceeded.

Water is provided to the proposed Project via WBMWD as well as City-owned wells. Wastewater generated by the proposed Project would be treated at the JWPCP.

Development of the proposed Project would not significantly increase the demand for water and wastewater treatment services within the City. The APM trains are electrified systems; the operation of the trains would not require significant water resources because none of its constituent components is water dependent. In addition, activities at the MSF and TPSS sites would not require additional water demands such that existing facilities would need expansion or new facilities constructed. The routine maintenance and storage of parts of the APM trains at the MSF would not require significant amounts of water except for train washing. Activities that would take place at the MSF includes service activities to the APM train cars, vehicle storage, loading platforms, and a paint booth. Although water and wastewater

65 City of Inglewood, *Final Draft 2015 Urban Water Management Plan*, https://www.cityofinglewood.org/DocumentCenter/View/1061/2015-Urban-Water-Mangement-Plan-PDF?bidId=.

lines may need to be relocated, no aspect of the construction or operation of the proposed Project would require new or expanded water or wastewater treatment facilities.

Impacts would be less than significant, and no further study is required.

Because construction of the proposed Project may necessitate excavation in areas with existing stormwater drainage infrastructure, potential significant impacts that may result from the need to relocate stormwater drainage and other utilities will be further evaluated in an EIR.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

Less than Significant Impact.

A significant impact would occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Solid waste services in the City are provided by Consolidated Disposal Service (CDS); trash collected in the City is taken to CDS's American Waste Transfer Station in the City of Gardena, where it is sorted; residual garbage is taken to the Consolidated Volume Transport Disposal and Recycling Center (CVT) in the City of Anaheim, and recycling and green waste is taken to CDS's Compton Transfer Station in the City of Compton.[66] Solid waste generated in the City is ultimately disposed of at various landfill facilities located throughout Los Angeles County.

The proposed Project would generate additional solid waste from construction debris, activities, and site preparation, as well as during operation of the proposed Project. Solid waste generated during construction and operation of the proposed Project would have to be separated and recycled. As described in Los Angeles County's most recent landfill disposal capacity report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.[67] The proposed Project would not drastically change the amount of solid waste disposal projected by the County due to the fact that the operations phase would generate minimal waste. Impacts would be less than significant, and no further study is required.

66 City of Inglewood, "Waste Collection FAQs," accessed July 2020, https://www.cityofinglewood.org/FAQ.aspx?TID=30.

67 County of Los Angeles, *Remaining Disposal Capacity Report,* https://dpw.lacounty.gov/epd/swims/reports/pages/swims-rpt39.aspx

e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact.

A significant impact would occur if a project were to generate solid waste that was not disposed of in accordance with applicable regulations.

Assembly Bill (AB) 939 requires every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting.[68] In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. Further, AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.[69]

The proposed Project would generate solid waste during both construction and operation that is typical of the development of a mechanical transportation system and industrial uses. This includes typical construction waste such as wood, concrete, and asphalt, as well as operational waste such as that collected from passengers and employees.

The proposed Project would fully comply with all federal, State, and local statutes and regulations regarding proper disposal. Impacts would therefore be less than significant, and no further evaluation is required.

2.20 Wildfires

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to impair the implementation of an adopted emergency response or emergency evacuation plan.

68 CalRecycle, "Assembly Bill 939," accessed July 2020, http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm.

69 CalRecycle, "Ordinances, Resolutions, and Policies," accessed July 2020, http://www.calrecycle.ca.gov/LGCentral/Library/LocalDocs/Policy.htm.

The City of Inglewood is located in a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the proposed Project is located in an incorporated city that is considered to be in the Non-Very High Fire Hazard Safety Zone (non-VHFHSZ).[70] The City is responsible for fire protection in the area, which is implemented in part by enforcement of the Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department.

As described above in **Section 2.8: Hazards and Hazardous Materials**, the proposed Project is located largely within public rights-of-way. For this reason, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the elevated guideway alignment. The City of Inglewood has planned evacuation routes that assume worst-case displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault, as described in the Safety Element of the City's General Plan.[71]

However, the closure of lanes would be temporary and such closures would only be associated with the construction phase of the proposed Project. A Traffic Management Plan will be prepared to ensure that interference with area traffic is minimized. This would include ensuring that routes to the emergency room at the adjacent Centinela Hospital Medical Center would be maintained. The plan will require that emergency access be maintained throughout the proposed Project's construction. Therefore, the proposed Project's impacts on emergency response or evacuation plans would be less than significant.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

The City of Inglewood is a fully developed urban area that is not associated with wildland fires. As mentioned previously, the proposed Project is located in an area considered to be non-VHFHSZ.[72] The City

70 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. Los Angeles County.

71 City of Inglewood, *General Plan* (adopted July 1995).

72 California Department of Forestry and Fire Protection, 2011. Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department.

As described in **Section 2.7: Geology and Soils**, the proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project. The nearest surrounding mountains, the Santa Monica Mountains, are more than 10 miles to the north.[73]

According to the CGS,[74] the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

Therefore, the Project's impacts on exacerbation of wildfire risks, and thereby exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant due to slope, prevailing winds, and other factors.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

As discussed above in **Section 2.19: Utilities and Service Systems**, the proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the proposed Project's elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to

73 *Google Maps* accessed July 2020, https://www.google.com/maps.
74 CDC, CGS, *Earthquake Zones of Required Investigation.*

accommodate the guideway columns and foundations. As mentioned above, the City of Inglewood is a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the proposed Project is located in an incorporated city that is considered to be non-VHFHSZ.[75] The City is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department. With adherence to Fire Code requirements contained within the Building Code and implementation of fire protection services provided by the City of Inglewood Fire Department, any potential infrastructure-induced fire risk or ongoing environmental impacts would be less than significant.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to impacts associated with downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

The City of Inglewood is a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the proposed Project is located in an incorporated city that is considered to be non-VHFHSZ.[76] The City is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department.

As discussed above in **Section 2.7: Geology and Soils**, the proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project.

According to the CGS,[77] the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due

75 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program.* Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

76 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program.* Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

77 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program.* Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

No streams or rivers run within the proposed Project's location. The proposed Project does not propose any changes to existing drainage patterns. During construction, BMPs (required and monitored under the SWPPP) would be used to reduce the volume and velocity of stormwater runoff, thereby mitigating the potential for flooding due to construction. Any accumulated sediment observed during inspection of temporary BMPs or permanent stormwater network devices would be removed to prevent flooding. The proposed Project is located outside the 100-year Federal Emergency Management Agency (FEMA) flood hazard area.[78] No topographic changes or altered drainage patterns are currently proposed as part of the proposed Project, and any increases in runoff would be handled through compliance with MS4 Permit requirements during operation.

As such, no impacts associated with downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would occur, and no further analysis is required.

2.21 Mandatory Findings of Significance

Would the Project:

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

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in degradation of the environment; serve to substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of rare or endangered plants or animals; or eliminate important examples of the major periods of California history or prehistory.

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. It is made up of paved and active streets with various landscaping. The existing level of development on the site and in the surrounding area is not compatible with supporting

78 County of Los Angeles, Department of Public Works, Flood Zone Determination Website, http://dpw.lacounty.gov/floodzone/.

wildlife and natural plant communities. No native vegetation exists on the site, although street trees are present along the alignment. However, any street trees removed as a result of Project implementation will be replaced per the requirements of the IMC and described above under **Section 2.4: Biological Resources.**

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the proposed Project's location.[79] The proposed Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, as discussed above under **Section 2.5: Cultural Resources,** the proposed Project does have the potential to affect historic resources in portions of the proposed Project's location of vicinity. As a result, impacts under this topic area are potentially significant and will be further evaluated in an EIR.

b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in individually limited but cumulatively considerable impacts. Independent, isolated impacts of the proposed Project may be considered cumulatively significant if they are greater when considered with impacts of related projects in the Project vicinity.

The proposed Project would largely serve to reduce transportation-related impacts in the area. However, as detailed in the sections above, several topic areas have potentially significant impacts. Because of this, the proposed Project's related impacts have the potential to be cumulatively considerable. Therefore, this topic will be further evaluated in an EIR.

c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact.

79 CDFW, "NCCP Plan Summaries."

Significant impacts would occur if the proposed Project were to cause environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Although the proposed Project could result in potentially significant impacts regarding several topic areas to be addressed in an EIR, the fact that the proposed Project would serve to reduce vehicle congestion and emissions and would be built almost exclusively on existing paved surfaces in a highly urbanized area would indicate that substantial adverse effects on human beings would not occur. However, construction activities could create impacts to sensitive populations due to air quality issues, including dust, as well as noise issues. Therefore, impacts are considered to be potentially significant, and this topic will be further addressed in an EIR.

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5.0 TERMS, DEFINITIONS, AND ACRONYMS

AAQS	ambient air quality standards
AB 939	California Integrated Waste Management Act of 1989
AE	Applied Earthworks
af	acre feet
afp	acre feet per year
amsl	above mean sea level
AQMP	Air Quality Management Plan
BACM/BACT	Best Available Control Measures/Best Available Control Technology
Basin	South Coast Air Basin
BMPs	best management practices
CAA	Clean Air Act
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
City	City of Monterey Park
CO	carbon monoxide
CO_2	carbon dioxide

County	County of Los Angeles
CRHR	California Register of Historical Resources
CWC	California Water Code
DOF	Department of Finance
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HQTA	High Quality Transit Area
HVAC	heating, ventilation, and air conditioning
I (I-)	Interstate freeway
ICU	Intersection Capacity Utilization
Ips	inches per second
ISO	Services Organization
ITE	Institute of Transportation Engineers
LACSD	Sanitation Districts of Los Angeles County
LBWRP	Long Beach Water Reclamation Plant
LCWRP	Los Coyotes Water Reclamation Plant
LDR	Low Density Residential
LOS	level of service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MCE	maximum considered earthquake
Metro	Los Angeles County Metropolitan Transportation Authority

MPFD	Monterey Park Fire Department
MPMC	Monterey Park Municipal Code
MPO	Metropolitan Planning Organization
MPPD	Monterey Park Police Department
MRF	Materials Recovery Facility
MRZ-1	Mineral Resource Zone 1
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO	nitric oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen dioxide
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Office of Safety and Health Administration
OSHA	Office of Safety and Health Administration
Pb	lead
PGAM	peak ground acceleration
$PM_{2.5}$	fine particulate matter
PM_{10}	inhalable particles, with diameters that are generally 10 micrometers and smaller
PO	Professional Office
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code

R-1	Single Family Residential
R-3	High Density Residential
RFP	reasonable further analysis
RHNA	Regional Housing Needs Allocation
RMS	root-mean-square
ROGs	reactive organic gases
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	Sustainable Communities System
SEMS	Standardized Emergency Management System
SGMA	Sustainable Groundwater Management Act
SMARA	Significant Mineral Aggregate Resource Area
SO_2	sulfur dioxide
SO_4	sulfates
SO_x	sulfur oxides
SRA	source receptor areas
SRA 11	South San Gabriel Valley
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxics air contaminants
TAZ	Transportation Analysis Zone
TIA	Traffic Impact Analysis
USEPA	United States Environmental Protection Agency

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VOC	volatile organic compounds

Appendix 2.0.2b

Original Initial Study

ENVIRONMENTAL CHECKLIST FORM

INITIAL STUDY CHECKLIST

1. **Project title:** Inglewood Transit Connector (ITC)
2. **Lead agency name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301
3. **Contact person and telephone number:** Mindy Wilcox, AICP, Planning Manager, (310) 412-5230
4. **Project location:**

   The proposed Project is located in the northern portion of the City of Inglewood east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1: Regional Location Map**).

   The ITC will be constructed in an area generally bounded by the Metro Crenshaw/LAX Line in the north; Century Boulevard in the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: City of Inglewood**). The proposed Project alignment extends from the intersection with the Metro Crenshaw/LAX Line north of downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard (see **Figure 3: Project Vicinity Map**).

   The automatic people mover (APM) will be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue (see **Figures 4a–4d: Project Location Maps**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

5. **Project sponsor's name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301

6. **General Plan designation:**

APM alignment: public rights-of-way down the centerline of existing City streets.

Support facilities (Maintenance and Storage Facility/Intermodal Transportation Facility) potential locations: Commercial-Recreation.

7. **Zoning:**

APM alignment: public rights-of-way in the centerline of existing City streets.

Support facilities (Maintenance and Storage Facility/Intermodal Transit Facility potential locations): MU-1, TOD Mixed-Use 1; HC Historic Core; C-2 General Commercial and R-3 Residential, Multiple Family; C-2A, Airport Commercial.

8. **Description of Project:**

The proposed Project would include an automated people mover (APM) system to transport riders from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District (LASED) which includes the new NFL stadium (currently under construction and scheduled to open in 2020), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project will consist of an elevated APM system with dual guideways to allow for continuous trains to travel in each direction. There will likely be several trains operating at any time, depending upon ridership needs.

As currently envisioned, the APM system will have up to five stations. The following preliminary locations have been identified: Market Street North, central Manchester Boulevard, the Forum, Hollywood Park, and Century Boulevard. Station design capacity will be established by passenger demand volumes under typical peak conditions, in addition to increased demands during special events. Station design will also take into account the potential for service disruptions and emergency evacuation requirements. Stations would provide for pedestrian access to the elevated APM from existing sidewalk and pedestrian travel areas adjacent to the station locations. Final station locations and configurations will be determined during the design process.

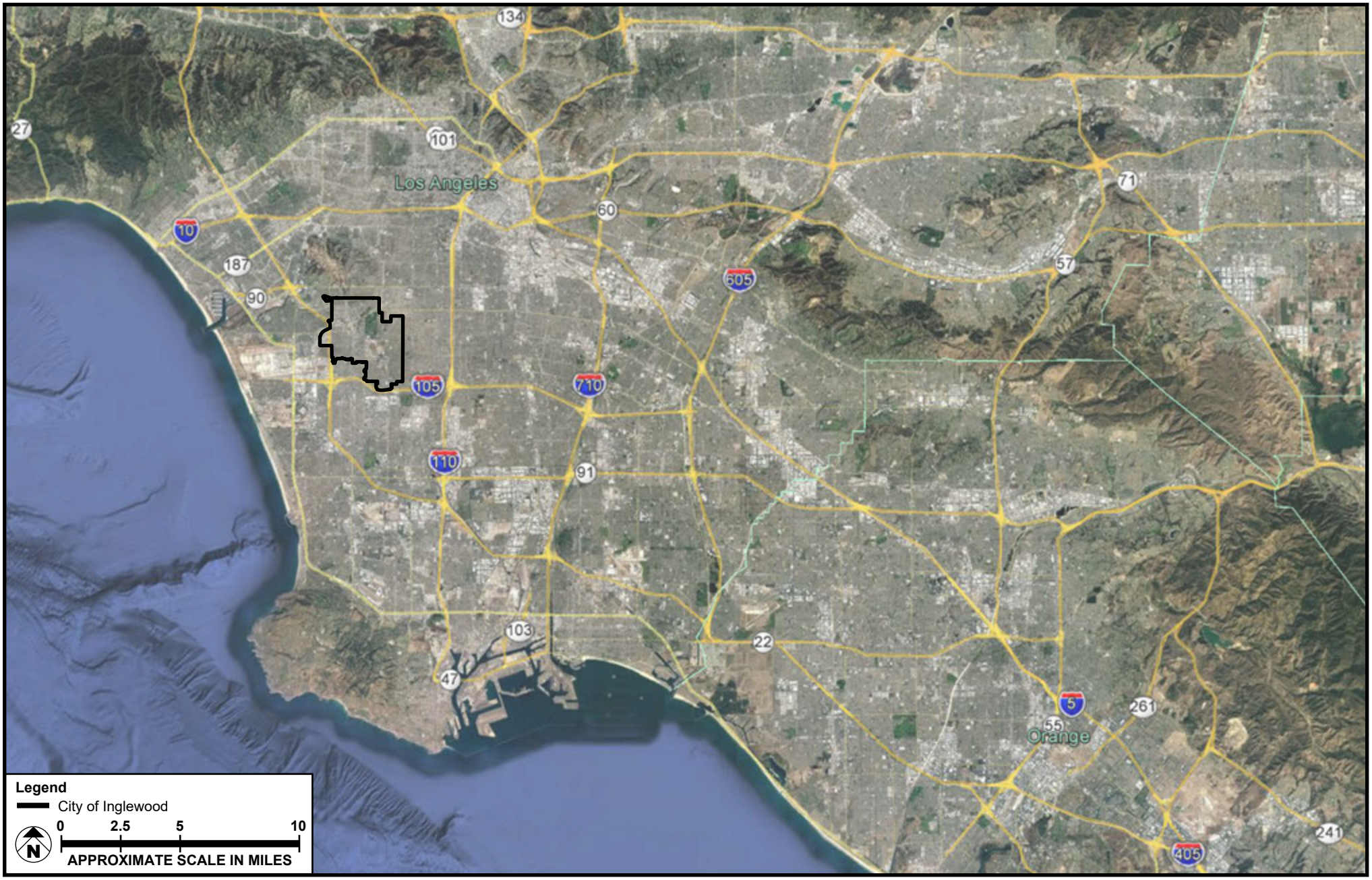
In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more Intermodal Transportation Facilities (ITF) and other components such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs would provide multimodal

access to the APM for passengers to conveniently transfer to and from the APM to other modes of travel including but not limited to Metro and other municipal bus lines, shared-ride vehicles, transportation network companies (TNCs), and taxis. The ITFs may also provide for parking areas and pick-up and drop-off locations.

Potential locations for support facilities are shown on **Figures 3** and **4**, and include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

The design and construction of the APM system elevated guideway structures, stations and support facilities will be designed to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The proposed Project would be implemented through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal). SB 628 provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, the City will determine the boundaries of the EIFD. The EIFD, governed by the PFA, implements an Infrastructure Financing Plan adopted the City that describes the type of public facilities and development that will be financed by the EIFD. The City will also explore other potential sources of financing for the proposed Project.

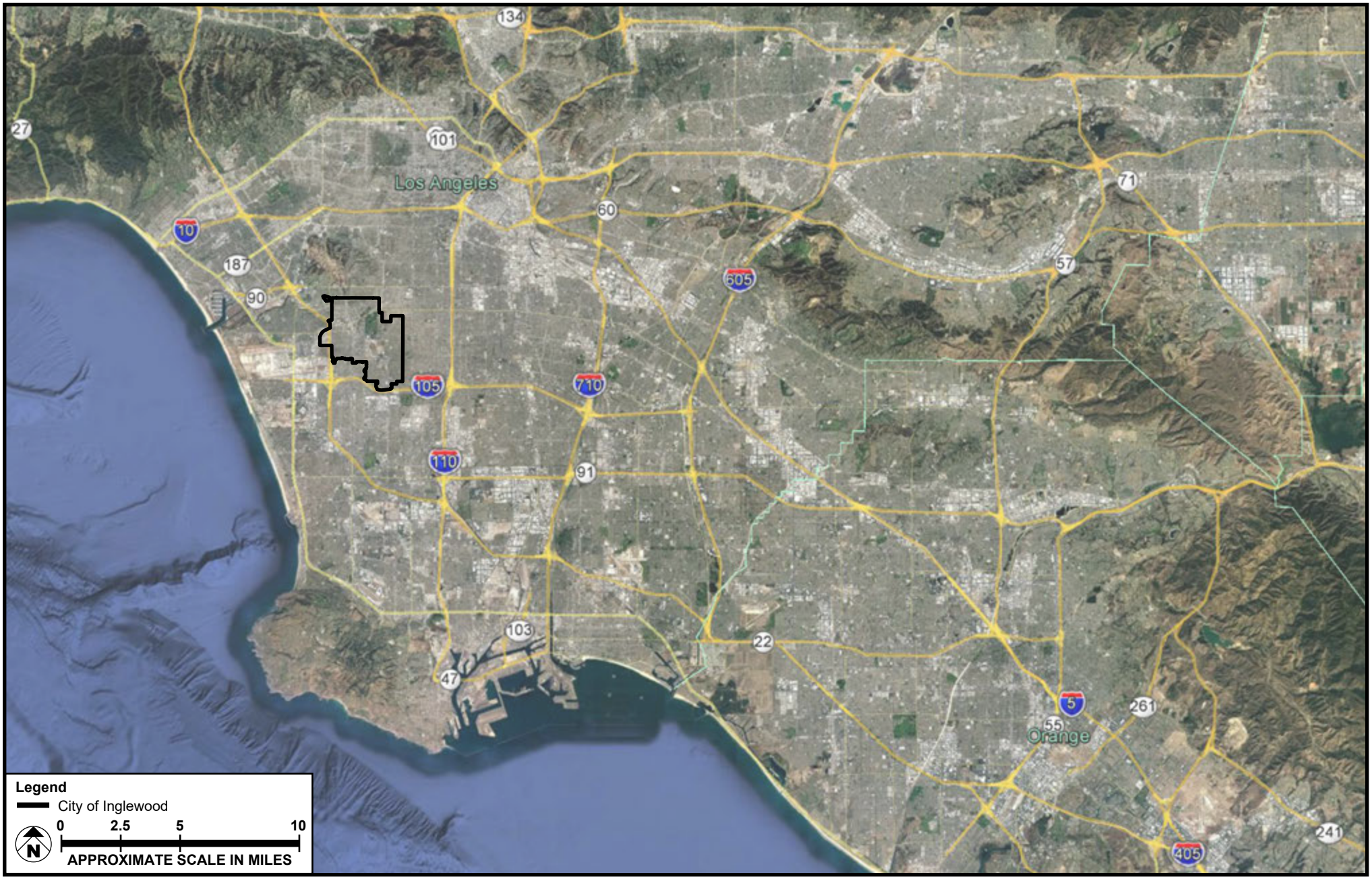


SOURCE: Google Earth - 2018

FIGURE **1**

Project Regional Location Map

208-001-18

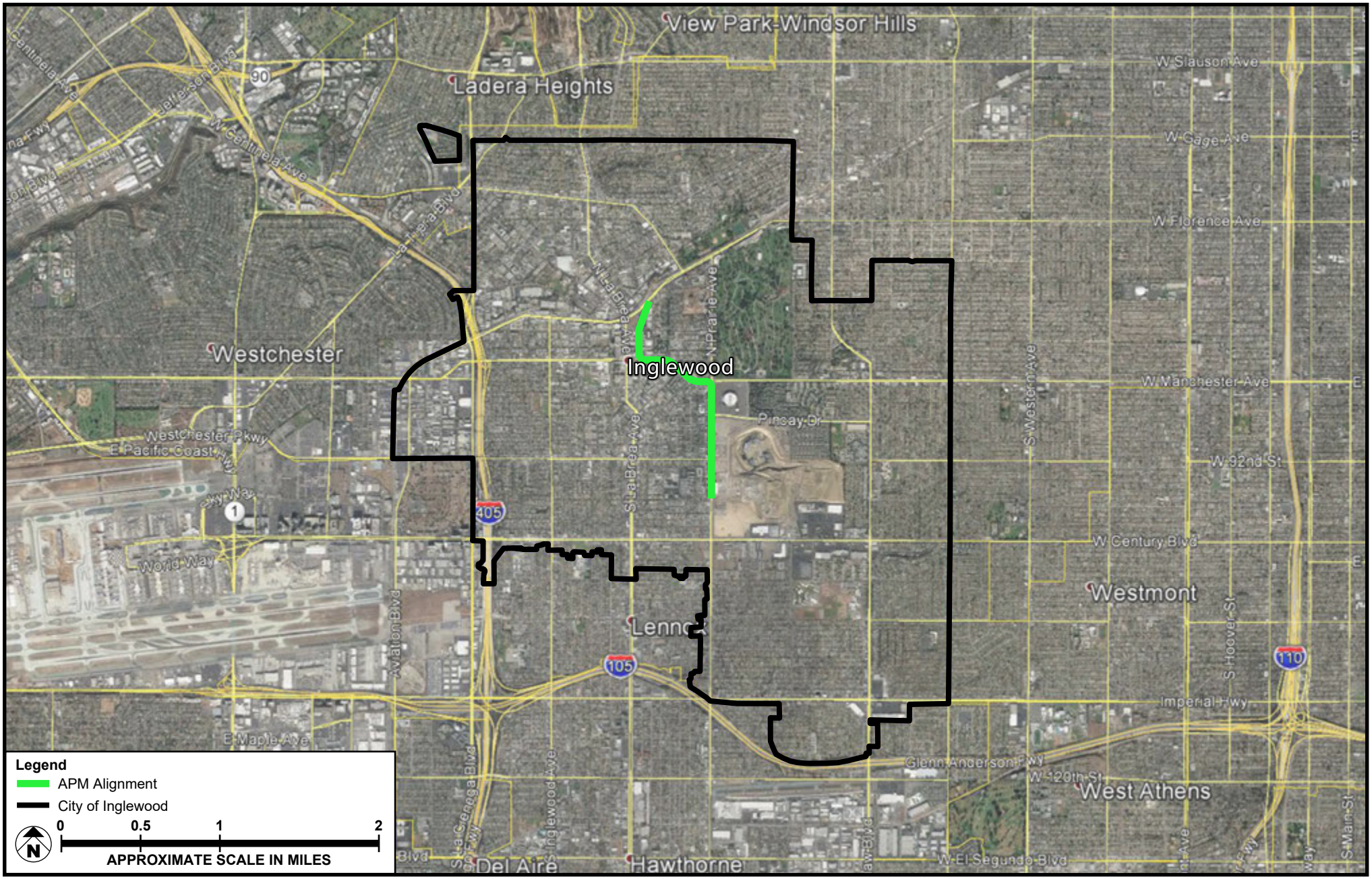


SOURCE: Google Earth - 2018

FIGURE **1**

Project Regional Location Map

251-003-20

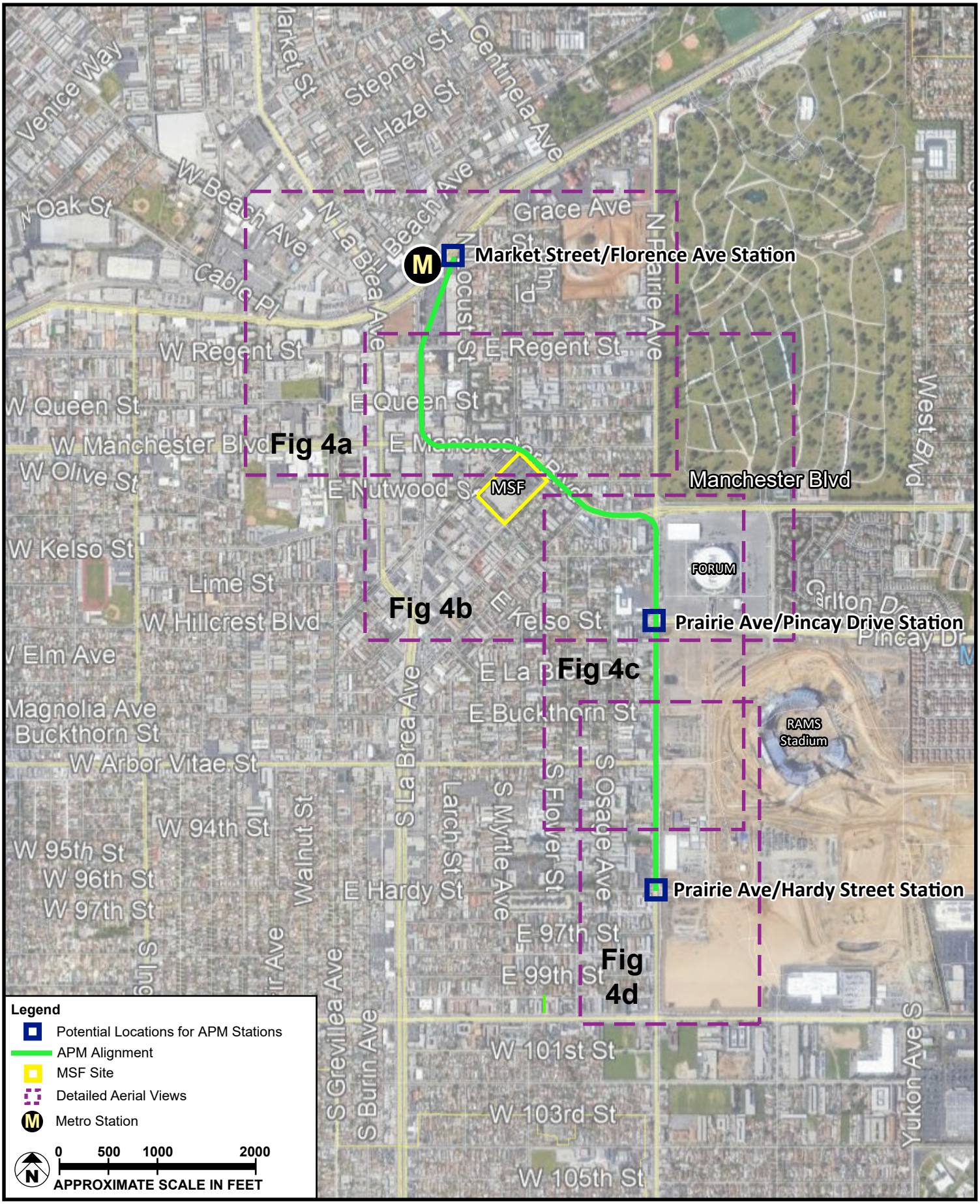


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **2**

City of Inglewood

208-001-18



SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE **3**

Project Vicinity Map

208-001-18

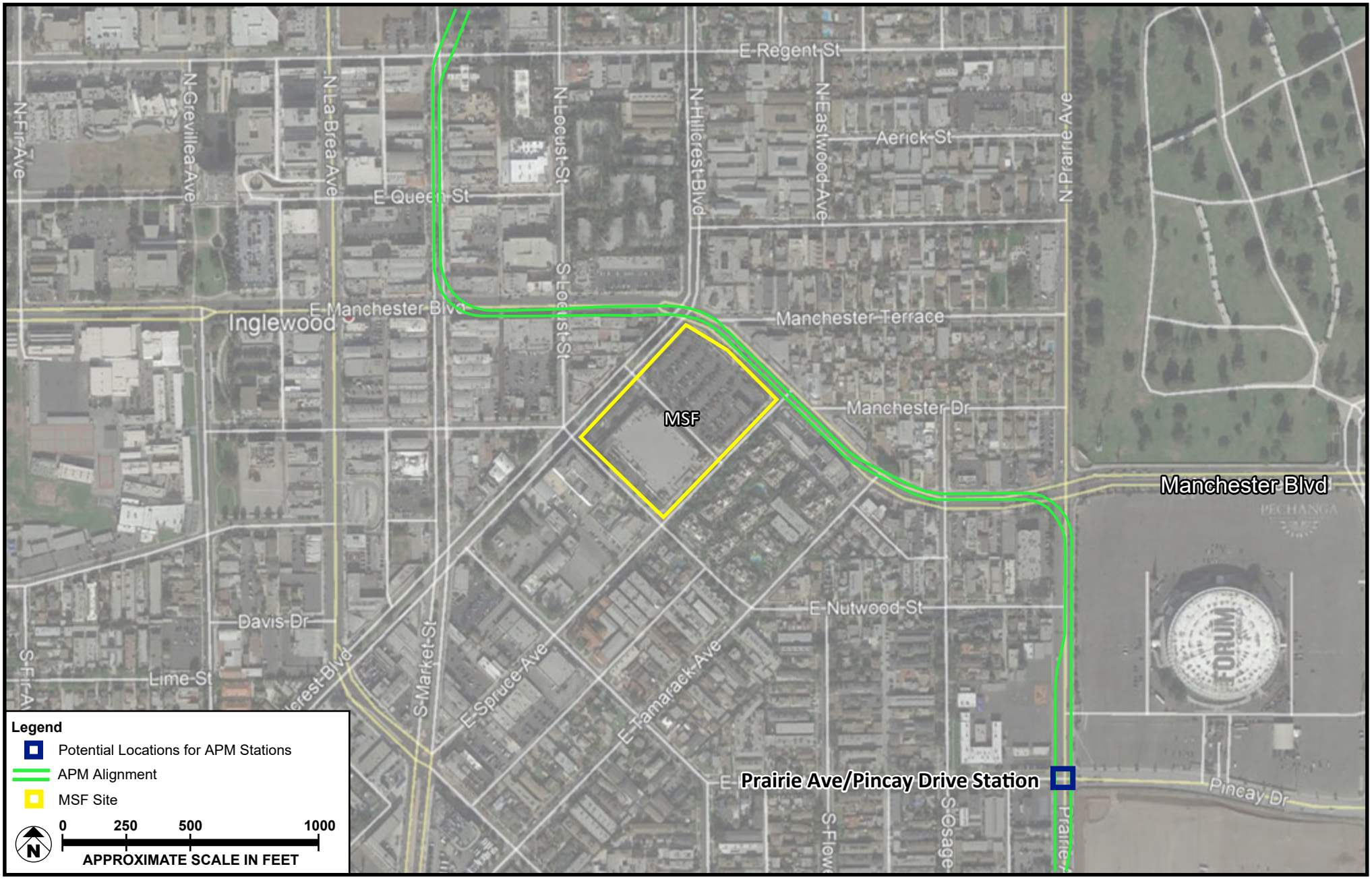


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4a**

Project Location Map

208-001-18

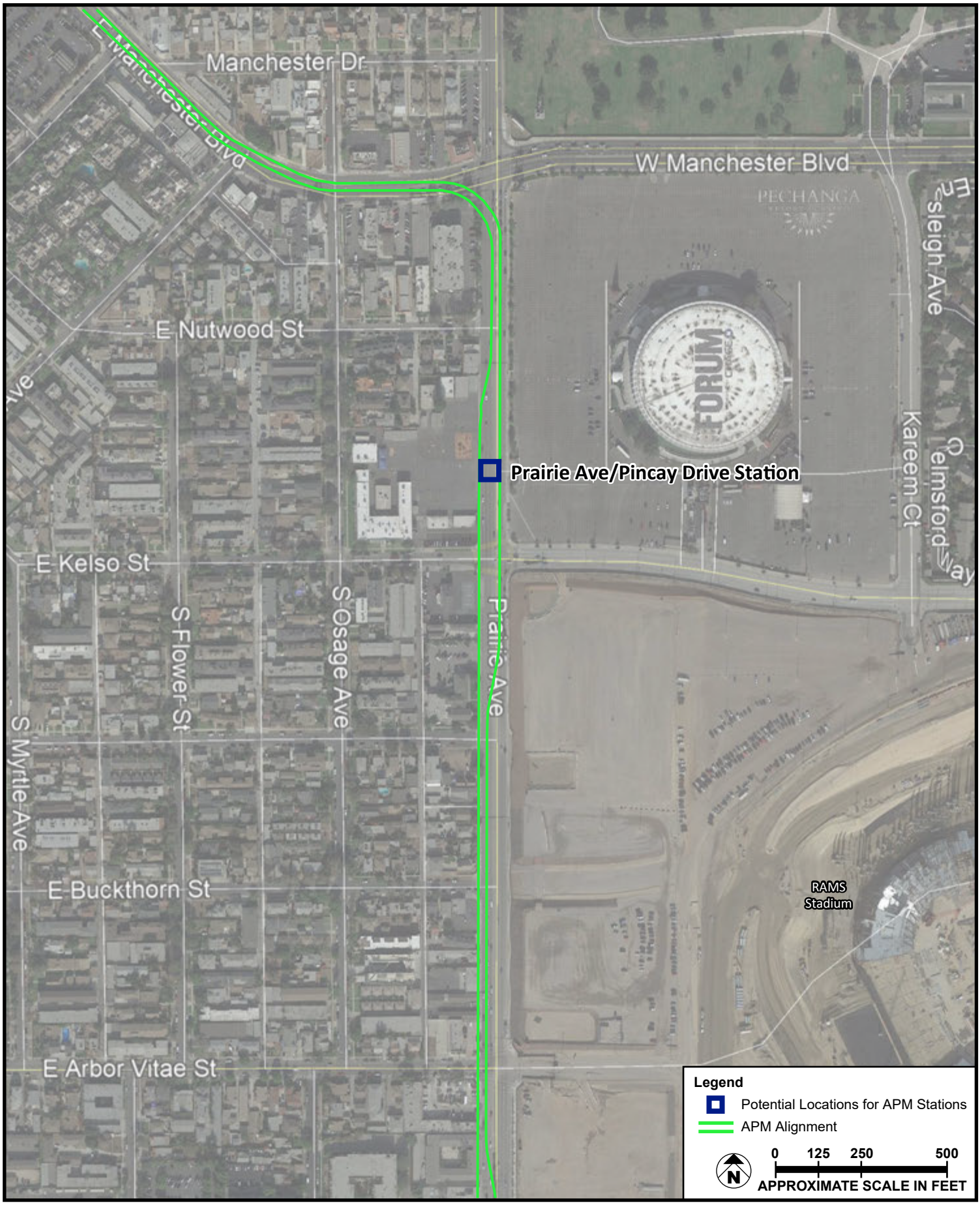


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4b**

Project Location Map

208-001-18

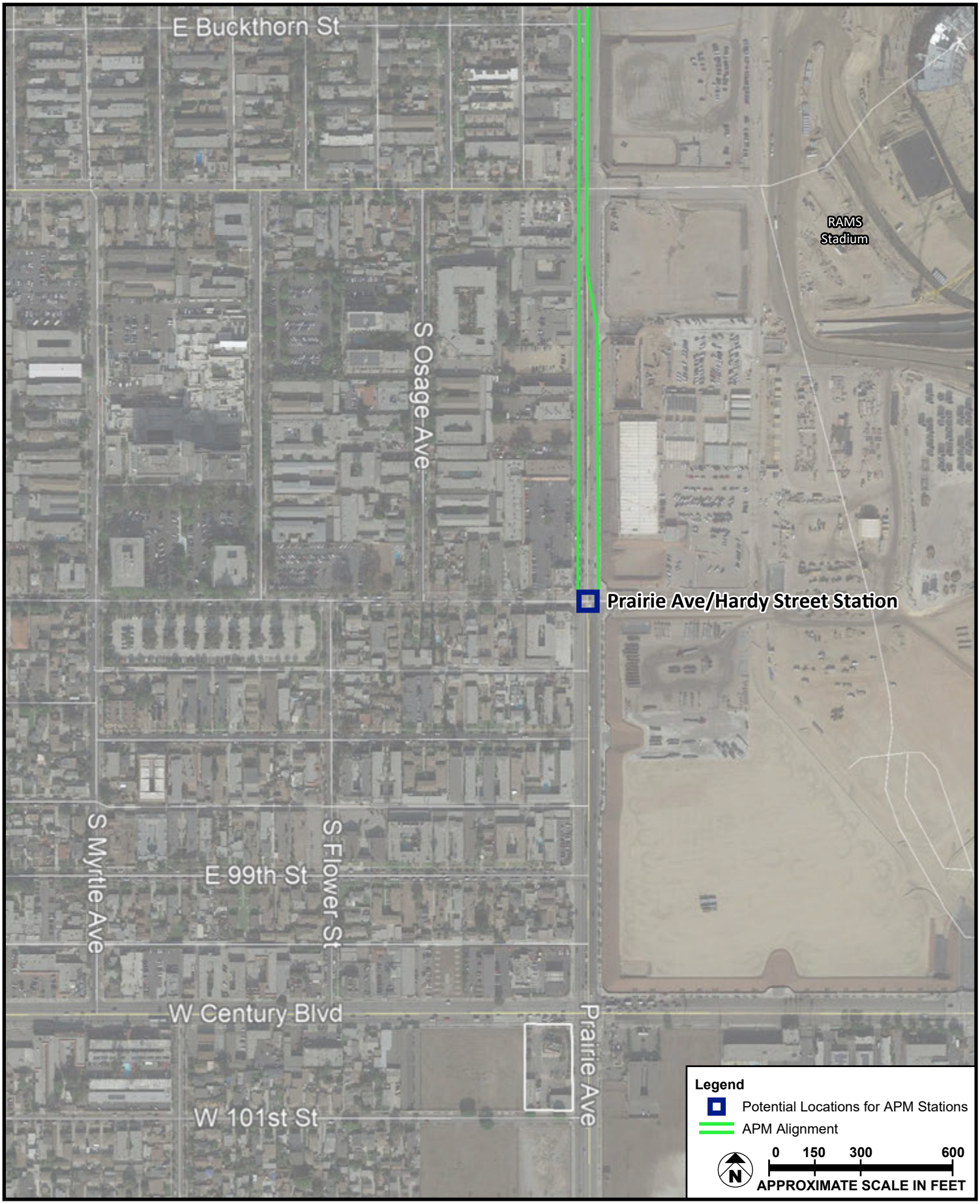


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4c**

Project Location Map

208-001-18



SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **4d**

Project Location Map

208-001-18

9. **Surrounding land uses and setting:**

   The proposed Project is located entirely within the City of Inglewood. The APM alignment is largely within the public rights-of-way and surrounded by commercial, commercial recreation, single- and multifamily residential, and entertainment uses (within the Hollywood Park Specific Plan). The proposed Project's APM alignment travels through downtown Inglewood (North and South Market Street), where it is surrounded by commercial retail, office, restaurant, parking, residential, and mixed uses. Along East Manchester Boulevard, commercial and residential uses are located north and south of the proposed Project alignment. Along South Prairie Avenue, uses to the west of the proposed Project alignment are primarily commercial (heavy, general, and airport commercial) and multifamily residential, while uses to the east include major entertainment venues within the Hollywood Park Specific Plan.

   The APM system will have supporting uses (MSF and ITFs) that would be located adjacent to the alignment; the surrounding land uses are similar to that of the APM.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

    The following agencies may have approval of actions involving the proposed Project:

- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the RWQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction;
- California Public Utilities Commission (CPUC) review and approval of a System Safety Program Plan and Security Plan for the proposed APM; and,
- Approvals for state financing plans or districts.

  Other agencies, such as the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), may have approval authority or involvement depending on the financing used to construct the proposed Project.

11. **Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1?**

    Yes.

    If so, has consultation begun?

    No.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

Signature

Date

POTENTIAL ENVIRONMENTAL IMPACTS

2.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

2.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to non-forest use?	☐	☐	☐	☒

2.3 Air Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

2.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

2.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d. Disturb any human remains, including those interred outside of formal cemeteries	☐	☐	☒	☐

2.6 Geology and Soils

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

2.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

2.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, Would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, Would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

2.9 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

2.10 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☒	☐	☐	☐
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

2.11 Mineral Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

2.12 Noise and Vibration

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, Would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, Would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

2.13 Population and Housing

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.14 Public Services

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public services?	☐	☐	☐	☒

2.15 Recreation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.16 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian	☒	☐	☐	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
facilities, or otherwise decrease the performance or safety of such facilities?				

2.17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with the cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (d) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

2.18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new and expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

2.19 Energy Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Cause wasteful, inefficient, and unnecessary use of energy?	☐	☐	☒	☐
b. Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

2.20 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

1.0 PROJECT DESCRIPTION

1.1 Introduction

The City of Inglewood is actively transforming into a world-class sports and entertainment capital in the Southern California region. The City is home to the revitalized Forum, which is one of the leading concert and event venues in the country. The Los Angeles Stadium and Entertainment District at Hollywood Park is under construction. When completed, this district will include a new world-class 75,000 seat stadium for both the National Football League (NFL) Los Angeles Rams and Los Angeles Chargers, as well as millions of square feet of office space, retail, and a hotel. The stadium is scheduled to open in 2020. The Los Angeles Clippers of the National Basketball Association (NBA) recently announced a proposal to relocate their headquarters, training facilities and new arena to the City. The Girl Scouts of America, the NFL west coast headquarters and NFL network studio, and a new Los Angeles Philharmonic state-of-the-art music and cultural campus for the Youth Orchestra Los Angeles (YOLA) designed by renowned architect Frank Gehry, will also be headquartered in Inglewood. These new venues are transforming the City into a focal point for business centers, sports, arts, and entertainment in the region.

As these facilities are completed, the number of vehicle trips in and around the City is expected to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5 percent per year. Many key intersections and highway corridors are already experiencing congestion. Approximately 80–85 percent of event patrons are expected to use privately occupied vehicles to the City's major venues. At present, these patrons would use existing traffic corridors that may be physically constrained or congested. The Los Angeles County Metropolitan Transportation Authority (Metro) has made great progress developing the County's regional rail network and creating more transportation options such as with the construction of the Metro Crenshaw/LAX Line. Those who wish to use the Metro Crenshaw/LAX Line to travel to events at the Forum, the NFL stadium, the proposed Clippers' arena, or other activity sites, however, face a last-mile gap of approximately 1.5 to 2 miles between this rail line and the City's new activity centers; this gap is longer than a convenient distance for patrons traveling to the City's activity centers. The City has been studying the existing transportation infrastructure and circulation system in order to explore ways in which to provide convenient connections between regional transit and the City's emerging activity centers. The City is working to identify opportunities to implement transportation improvements, such as Intelligent Transportation Systems (ITS) strategies to improve levels of service and increase capacity of the existing roadway network. The City is also working to enhance Metro and municipal bus operations and service to the City, and create connections from the Metro Rail system to the City's major activity centers with an independent APM system.

The City proposes a "last-mile" fixed-guideway transit (APM) connector, referred to as the "Inglewood Transit Connector (ITC) Project" (proposed Project). The proposed Project will provide a transit connection from the Metro Crenshaw/LAX Line in Downtown Inglewood to the Los Angeles Stadium and Entertainment District (LASED) area and would be designed to integrate with local economic activity, transit-oriented development, and other initiatives in the area. Up to five stations are proposed at the following locations: (1) Market Street at or near Florence Avenue adjacent to the Metro Crenshaw/LAX Line Downtown Inglewood Station; (2) Manchester Boulevard at or near Market Street; (3) the Forum; (4) the LASED at Hollywood Park; and (5) Proposed Inglewood Basketball and Entertainment Center (IBEC).

The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction. The proposed Project is designed as an aerial APM system that runs approximately 1.8 miles along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue for approximately one mile.

The proposed Project may include ITFs that provide areas for accessible pickup and drop-off to other transit systems, charter buses, TNCs, taxis, and private vehicles or other transportation modes. These potential ITFs provide an opportunity to limit the amount and type of road-based traffic into the area especially during special events. Such limits may be voluntary, based on convenience, and/or controlled through regulatory policies such as possible congestion pricing for access.

Providing transit access to the City's new activity centers would advance local and regional goals to increase transportation choice, reduce greenhouse gas emissions, improve air quality and human health, reduce per-capita vehicle miles traveled (VMT), reduce the growth of congestion on City roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment. The City of Inglewood is working to ensure that its residents, businesses, employees, and visitors have a high level of reliable, convenient and efficient access to both its downtown area and to its new destinations. Specifically, the City's goals and objectives for the proposed Project are to:

- Provide direct connections between regional transit provided by Metro and other transit providers and the City's major activity centers;
- Reduce the City's traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both event and non-event days;
- Encourage intermodal transportation systems by providing convenient, reliable time-certain transit;
- Increase transit mode split, reduce vehicle trips, and reduce per-capita vehicle miles traveled (VMT) to the City's major activity centers, with corresponding improvement in air quality, public health, and

reductions in greenhouse gas emissions from transportation sources in accordance with the City's goals under Senate Bill (SB) 375 and State policy with respect to climate change.

- Encourage redevelopment and investment within the City in areas served by the ITC;
- Connect City residents to jobs, education, services, destinations within the City and within the region, and support regional efforts to become more efficient, economically strong, equitable, and sustainable; and
- Provide convenient access to businesses in the City so that they are accessible to their workforce and customers.

1.2 Project Background

In 2017, the City of Inglewood partnered with Metro to prepare a focused analysis of viable transit connection options from the Metro Crenshaw/LAX Line to the Inglewood NFL Stadium/Hollywood Park mixed-use development. With the City's input, Metro explored how best to connect the LASED in Inglewood with the Metro Rail system via a high-capacity transit connection. The Metro study analyzed (1) an Interlined Operability connection from the Metro Crenshaw/LAX Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Metro Crenshaw/LAX Line, and (2) Independent Operability options for independent services that could provide a connection from the Metro Rail system at nearby Metro stations along the Crenshaw/LAX Line to the NFL stadium. The Metro study found that the Interlined Operability Scenario would disrupt Metro regional network operations due to the introduction of an additional route to NFL Stadium/Hollywood Park to address special-event/game-day ridership demands. The Interlined Operability alternative was deemed not feasible due to the costs and operational impacts on the regional system. Consistent with Metro's recommendations, Inglewood has continued to analyze several Independent Operability transit connections to the City's activity centers.

Building upon the work initiated by Metro, the City refined the Inglewood Transit Connector Options designed to achieve the City's goals and objectives. The City has evaluated several independent "last-mile" fixed-guideway APM connector options, comparing these options against key screening criteria and evaluating each option against the City's stated goals and objectives. The City evaluated four conceptual APM alternatives:

- Alternative A: Market/Manchester Alignment
- Alternative B: Fairview Heights Alignment
- Alternative C: Arbor Vitae Alignment
- Alternative D: Century Blvd Alignment

The City compared ridership, constructability, potential conflicts with utilities, impacts to rights of way, overall Project costs, cost effectiveness, and parity with City goals. The City also evaluated a range of APM

technologies to determine the viable classes of technologies that can potentially meet the anticipated requirements for the proposed Project. Driverless technologies are expected to be used because these technologies are in wide use for such systems; they are similar to manually operated technologies except that with an automated train control system, the driverless technologies can be operated at shorter (more frequent) headways. The specific technology is expected to be selected through a competitive procurement process and is not dependent on the selection of the preferred alignment for the proposed Project.

The City recommended that Alternative A: Market/Manchester Alignment be advanced for further environmental analysis as the preferred Inglewood Transit Connector Project proposal. This alternative performed well on a number of key measures including projected high annual ridership for peak hours during events at including the LASED (in excess of 2,500,000 riders annually), minimal conflicts related to utility and construction impacts, and cost effectiveness. The Market/Manchester Alignment also provides for increased economic opportunities for downtown Inglewood.

1.3 Environmental Setting

The proposed Project is located in the northern portion of the City of Inglewood east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1: Regional Location Map**).

The proposed Project will be constructed in an area generally bounded by the Metro Crenshaw/LAX Line in the north; Century Boulevard in the south; the LASED to the east; and La Brea Avenue to the west (see **Figure 2: City of Inglewood**). The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue (see **Figures 4a–4d, Project Location Maps**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

The City is located in the west-central portion of the Los Angeles Basin and is nine square miles and wholly surrounded by other jurisdictions. It is well-served by regional roadways, including both Interstate 405 and Interstate 105. Four major interstate highways serve the Inglewood area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-105), running east/west, the San Diego Freeway (I-405) which runs north/south, and the Harbor Freeway (I-110) running north/south east of the Study Area. The I-10, I-105, I-110 and the I-405 experience high levels of congestion, particularly during peak commute

periods. I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and Los Angeles International Airport.

The roadway system in the City is primarily a grid that includes arterials, collectors, and local roads. A major arterial thoroughfare is a high-capacity urban road with the primary function of delivering traffic from collector roads to freeways or expressways, and between urban centers, at the highest level of service possible. According to the City of Inglewood 1992 Circulation Element, the following streets within in the City are classified as major arterials:

- Arbor Vitae Street,
- Centinela Avenue,
- Century Boulevard,
- Florence Avenue,
- Hawthorne Boulevard,
- Manchester Boulevard, and
- Prairie Avenue.

Minor or secondary arterials are similar to major arterials except that they may be discontinuous with the City, they may carry less traffic volume, and/or may serve as extensions of other major arterials. Several roadway improvements within the City of Inglewood are either programmed or under construction. They include Citywide Intelligent Transportation System improvements and physical roadway and intersection improvements along Century Boulevard and Prairie and Florence Avenues.

Transit service in Inglewood is provided by Metro and the City of Inglewood. A combination of Metro Local and Rapid buses provide service to the City of Inglewood, with limited service during weekends and evenings. Inglewood is currently served by City-operated I-Line and Metro. These lines connect the City of Inglewood to the rest of the greater Los Angeles region. Metro's new Crenshaw/LAX Line is currently under construction and will provide service to Inglewood at the Downtown Inglewood Metro Station at the Market Street and Florence Avenue intersection, the Westchester/Veterans Metro Station at the southwest border of the City, and the Fairview Heights Metro Station located just west of the Florence Avenue and West Boulevard intersection. As part of the City's Mobility Plan and Event Transportation Management and Operations Plan, the City is working with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations.

The proposed Project is designed as an aerial APM system that runs approximately 1.8 miles in total length including approximately one-quarter of a mile along Market Street between Florence Avenue and

Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue. The alignment is proposed to continue for approximately one mile south of Manchester Boulevard along Prairie Avenue to Century Boulevard.

The proposed Project would be designed to serve the Forum, LASED, and the proposed IBEC. It would also be designed to be integrated with Downtown Inglewood and to take advantage of the existing Downtown assets, including, such as but not limited to:

- The Metro Crenshaw/LAX Line's Downtown Inglewood Station near Market Street and Florence Avenue. This station provides Inglewood with a new gateway to the region and provides the region with a new way to connect with Inglewood. The Downtown Inglewood Metro Rail Station is located adjacent to the proposed APM at the northern end of Market Street.
- The Civic Center, which has approximately 2,000 workers at City Hall, the Library, and Courthouse. These workers may benefit from increased high-capacity transit connectivity with the Metro Rail system and are potential customers for downtown businesses.
- Downtown Inglewood has thousands of existing parking spaces in public structures that are currently underutilized and present a major resource for off-site event parking and for supporting the area's revitalization.
- The approved development of the City-owned D3 Site—bounded by Florence Avenue, Market Street, Regent Street, and La Brea Avenue—is redeveloping into a mixed-use project with 5 stories of residential use over ground-floor retail.
- Market Street has a number of older structures and an ambiance resulting from past City investments in streetscape improvements. The City is encouraging the design and development of new mixed-use and retail along Inglewood's Market Street, along with signage, marketing, landscaping, and traffic-calming improvements. Situated in the heart of Inglewood's Historic Core, the Miracle Theater was once connected to greater Los Angeles by the Red Car system. In the late 1940s through the early 1960s, Inglewood's Market Street hosted Hollywood film premieres at several movie houses, including the Fox Theater, the United Artist's Theater, and the Ritz Theater. Built in 1937, the Ritz—now revived as the Miracle—is once again home to local and international entertainment. Featuring music, movies, comedy, and community events, the Miracle Theater provides a venue for arts and culture on Market Street.

1.4 Relationship to Existing Plans and Documents

1.4.1 Southern California Association of Governments 2016 RTP/SCS

The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the primary planning document for regional transportation infrastructure in the Greater Los Angeles Area. With a horizon year of 2040, this long-range plan, required

by the State of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change.

Although demographic growth in the six-county SCAG region is slowing, the overall regional population is expected to exceed 22 million by 2040—an increase of nearly 4 million people from the 2016 baseline. According to SCAG, population, housing, and employment growth are expected to be particularly strong in the Cities of Los Angeles, Inglewood, and Culver City; unincorporated areas of Los Angeles County; and portions of the South Bay Cities, consisting of El Segundo, Hawthorne, and others.

The City of Inglewood is coordinating with SCAG as it is updating the RTP/SCS to include the Inglewood Mobility Plan and the proposed Project in the future.

1.4.2 The City of Inglewood General Plan and the Inglewood Mobility Plan

The City of Inglewood General Plan includes several goals and policies that are relevant to the proposed Project. The Land Use Element of the General Plan envisions the City becomes a model for sustainable development, promotes sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions, and promotes Inglewood's image and identity as an independent community within the Los Angeles metropolitan area. The City's Circulation Element of the General Plan will be updated once the Mobility Plan is finalized to reflect the City's long-range infrastructure needs and transportation goals, objectives, plans reflecting future projects.

The Mobility Plan will include performance measures that address short-term and long-term transportation improvements and policy recommendations designed to improve and enhance the City's local and regional transportation networks. If approved, the proposed Project will serve as an integral component of the Inglewood Mobility Plan.

1.4.3 Hollywood Park Specific Plan

The Inglewood City Council approved the Hollywood Park Specific Plan, LASED stadium plan, and voter initiative in 2015. The Hollywood Park Specific Plan is a section in the Inglewood Municipal Zoning Code that regulates and permits the incorporation of custom design guidelines and more extensive landscape than required by the zoning code and provides the land use framework for the redevelopment of the 238-acre Hollywood Park site.

The LASED project, which complies with the Specific Plan, includes a new mixed-use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility, started construction in 2014 and is slated for completion by 2023. The proposed Project will transform

underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The proposed Project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the City. The signature component of the LASED project is the 75,000-seat NFL stadium, which includes a 6,000-seat performance venue, and that will be home to both the NFL Los Angeles Rams and Los Angeles Chargers teams. The stadium is set to open in 2020.

The proposed Project will complement and further the Hollywood Park Specific Plan's goals of making high-quality, place making improvements, creating inviting, pedestrian oriented amenities, and promoting sustainable, transit access to the stadium.

1.4.4 City of Inglewood TOD Plans

The City of Inglewood adopted a Transit Oriented Development (TOD) Plan, which included a General Plan Amendment, Transit Oriented Development zoning, Concept Plans and Design Guidelines for approximately 913 acres in downtown Inglewood. The TOD Plan defines and implements the City's vision to transform the quality and vitality of its downtown area and protect and enhance the environment of the Fairview Heights area. The TOD Plan encompasses two planning areas: Downtown Inglewood and Fairview Heights.

The Downtown Inglewood planning area consists of approximately 585 acres located in the center of Inglewood along the new Metro Crenshaw/LAX Line just east of the Florence Avenue and La Brea Avenue intersection. The Downtown planning area generally encompasses the area within approximately half-mile from the Downtown Inglewood Metro Station.

The Fairview Heights planning area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This planning area encompasses the westerly portion of the half-mile radius area extending from the Fairview Heights Metro Station that is within the City of Inglewood.

The easterly portion of the half-mile radius surrounding the Fairview Heights Station lies within the City of Los Angeles, and the easterly portion is not part of the City's TOD project. The primary impetus for the TOD Plan was the Metro Crenshaw/LAX Line, which will greatly increase regional accessibility to Inglewood and provide the City with convenient transit connections to Los Angeles International Airport, Downtown Los Angeles, Santa Monica, and the entire Los Angeles County area.

The proposed Project will complement the TOD goals for enhanced pedestrian and bicycle mobility and the enhancement of existing public spaces that encourage transit and multimodal activities.

1.5 Project Characteristics

The proposed Project includes an APM system with up to five APM stations connecting passengers from the Metro Crenshaw/LAX Line to Downtown Inglewood, the Forum, the LASED, and the proposed Inglewood Basketball and Entertainment Center (IBEC). Each of the proposed Project components is described further in the following sections.

1.5.1 Automated People Mover

The proposed APM system would be a fully automated, grade-separated, mass transit system, along an elevated dual-lane guideway with a total of up to five stations for passenger loading and unloading. The APM would be a driverless, self-propelled electric train built entirely above grade and thereby avoid traffic and alleviate congestion on the roadway network. The APM would provide reliable, time-certain access for passengers and users traveling to and from the Metro Crenshaw/LAX Line to the City's major activity centers. The APM guideway would be approximately 1.8 miles in length and would be up to approximately 60 feet in height above existing grade.

The design and construction of the APM system elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The APM would transport passengers between up to five stations and would accommodate up to nine 4-car trains operating approximately every 6 to 6½ minutes during normal day and weekends, and every 1½ to 3½ minutes during special events. Each APM station would have platforms sized to accommodate an APM train length of up to four train cars and would be up to approximately 60 feet in height above existing grade. Each train car would be up to 45 feet long; in total, the train length could reach approximately 175 feet.

Based on preliminary analysis, event annual ridership is anticipated to reach over 1 million passengers, and total non-event annual ridership is expected to reach over 1.5 million passengers. Preliminary ridership projections also indicate that the peak ridership is expected to occur on NFL Rams game days and could potentially reach nearly 9,000 riders occurring in the 1-hour period after a game.

Figures 3 and **4a–4d**, show the proposed alignment for the APM, which would include up to five stations to serve Downtown Inglewood/Market Street, The Forum, the LASED, and the proposed IBEC.

The APM stations would be designed to include, among others, features such as mezzanine areas, escalators and elevators, signage, and walkways connecting the stations to the street or intermodal

transportation facilities. APM stations would accommodate passengers waiting to board APM vehicles and the boarding/deboarding of passengers to and from the vehicles. Station platforms would also provide the required space for passengers to circulate between the station platform and the adjacent facilities. Station platform minimum widths would be based on queuing and circulation analysis results.

Queuing and circulation requirements will be determined from the peak-hour number of passengers boarding and deboarding the APM for the long-range planning horizon. Stations will be required to be fully accessible to passengers with disabilities. The station locations and configuration will be refined to reflect necessary coordination with the activity generator facility designs, passenger access/egress concepts and to address utility and right of way constraints.

While many different platform configurations are possible, center platforms which generally require less infrastructure are being considered. These platforms would be located between relatively widely spaced guideways and serve as both boarding and deboarding platforms for passengers traveling in either direction on the APM system. Vertical circulation would be provided at one or both ends of station platforms, or within the length of the platform for any of these platform configurations. A “mezzanine” level is anticipated under the station platform; mezzanines will provide the connectivity to the adjacent street level through pedestrian walkways.

Maintenance and/or emergency walkways are required along the guideways to provide for passengers to evacuate from trains in case of an emergency. Passenger access from the emergency walkway to the stations is provided to bring them to a point of evacuation from the guideway.

In addition, the APM system would include equipment to guide the movement of trains between stations, emergency walkways and lighting, communications systems, a command and control system, a public information system, and security systems to monitor activity at station platforms, along the guideway, and at the APM Maintenance and Storage Facility (MSF).

Traction power substations would be constructed to provide continuous power supply for system operation. Depending on load requirements, two to three traction power substations may be required. The traction power substations would be connected to existing power trunk lines and would be up to 3,000 square feet in size. Locations for the traction substations would be adjacent to other proposed components of the ITC system. and existing electrical trunk lines.

1.5.2 APM System Support Facilities

The proposed Project APM system would include an elevated APM system with stations and other support components to provide for maintenance and addition access areas that could be either co-located or

individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more ITFs and other components such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs that would multimodal access to the APM for passengers to conveniently transfer to/from the APM to other modes of travel, including but not limited to Metro and municipal bus lines, shared-ride vehicles, TNCs, and taxis as well as provide for parking areas and drop-off and pickup locations.

Potential locations for support facilities are shown on **Figure 2** and include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

Maintenance and Storage Facility

A Maintenance and Storage Facility (MSF) is included as part of the proposed Project to provide for regular and preventative maintenance of the APM system cars and equipment, as well as provide space for storage of the vehicle fleet.

The MSF would consist of a multi-level building on an approximately 4- to 6-acre site with sufficient space for maintenance facilities, administration facilities, an automatic car wash for exterior vehicle cleaning, equipment and materials storage area, shipping/receiving areas, and sufficient parking for staff.

The MSF would and house the operations control center where automated train operations are monitored and controlled. The MSF also include but are not limited to and service bays (including under vehicle bays), equipment and materials storage areas, offices, lunch/break area(s), restrooms, locker area(s), personnel wash facilities, and loading platforms, paint booth, and other work areas.

Design of the MSF would also include access driveways, landscaping, exterior lighting, parking, signage, and secured fencing controlling access into and out of the MSF.

Intermodal Transportation Facilities

Intermodal Transportation Facilities (ITFs) are proposed to provide convenient and accessible pickup and drop-off areas for passengers to conveniently transfer to the APM system from other modes of travel including but not limited to from Metro transit, other municipal bus lines, shared-ride vehicles, TNCs, taxis, and privately occupied vehicles.

The ITFs would be designed to provide a location for the City to intercept passengers traveling to the City's major activity centers and reduce traffic congestion by capturing them before they enter the roadway network adjacent to the venues. Preliminary locations for the ITFs could be co-located with potential MSF facilities and other support facilities.

The ITFs will be sized to accommodate traffic projections that will vary based on special events and will include limited passenger amenities such as information kiosks, wayfinding, waiting areas, and other amenities.

1.5.3 Utilities

The proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the APM system elevated guideway structures, stations and support facilities will strive to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

Potential utility constraints include an existing 36-inch (West Basin Water District) recycled water line identified at the Market/Manchester Alignment street centerline and several utilities within 15 feet of the alignment along Prairie Avenue. In addition, a 60-inch City of Los Angeles Department of Water and Power (LADWP) main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Non-gravity flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. However, due to the span of utilities tie-ins and crossings along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace, placement of guideway columns on this alignment will be engineered to avoid relocation of gravity flow utilities including sewer and storm drains. As noted, the APM system along the Market/Manchester alignment will be designed so that utilities are avoided as feasible, and therefore do not pose a major impediment.

Potential land acquisitions, if necessary, for the proposed Project's implementation would be determined during final design.

1.5.4 Enhanced Infrastructure Financing District

The proposed Project is anticipated to be implemented in part through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such it, will determine boundaries of the EIFD. The EIFD, governed by the PFA, implements an Infrastructure Financing Plan adopted the City that describes the type of public facilities and development that will be financed by the EIFD. In addition to the EIFD, the City anticipates securing funding from other local, state, or federal sources, including the potential for public-private partnerships and/or joint funding and development tools.

1.6 Required Approvals/Consultations

1.6.1 City of Inglewood

The City of Inglewood will consider approval of the following discretionary actions for the proposed Project:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan Land Use Element and Transportation Element. These changes relate to conforming the plans, as necessary, to reflect the physical Projects within the Inglewood Transit Connector Project and technical amendments necessary for the construction and operation of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- Los Angeles County (as the City's contractor) Fire Department approval;
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tract/parcel map and zone change approvals;
- Approvals for federal, state, or local financing plans or districts;
- Approving contracts for the design and construction of the Project; and
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the Project.

1.6.2 Other Approvals

Other approvals may be needed from the following regional agencies for Project approval and implementation:

- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the RWQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction;
- California Public Utilities Commission (CPUC) review and approval of a System Safety Program Plan and Security Plan for the proposed APM; and
- Approvals for state financing plans or districts.

1.6.3 Potential Funding Approvals

The following regional agencies may provide access to programs and sources that could be utilized:

- County of Los Angeles;
- Los Angeles County Metropolitan Transportation Authority (Metro); and
- Southern California Association of Governments (SCAG).

2.0 EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist. Each response provided below evaluates how the proposed Project, as defined in the Project Description, may affect existing environmental conditions at the proposed Project's location and the surrounding area. The EIR will further evaluate topics where the potential for a significant impact has been identified. The Initial Study Checklist questions that are carried forward for additional analysis may be further refined as thresholds in the EIR or combined when they address overlapping environmental issues. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

2.1 Aesthetics

Would the proposed Project:

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

Less than Significant Impact.

A significant impact regarding a scenic vista could occur if the Project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially blocked views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Scenic resources typically include natural open spaces, topographic formations, and landscapes that contribute to a high level of visual quality. They also can include ridgelines, parks, trails, nature preserves, sculpture gardens, and similar features.

The proposed Project consists of an elevated APM system that would be located in the center of the public rights-of-way. The APM system alignment would extend from a point near the under-construction Metro Crenshaw/LAX Line, which will run south along North and South Market Street, east along East Manchester Avenue, and south along South Prairie Avenue before terminating near the intersection of South Prairie Avenue and West Century Boulevard.

The proposed Project is located entirely within the City of Inglewood in a highly developed urban area characterized by commercial, residential, and industrial uses. The existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways. The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are

present in the City,[1] nor does the General Plan designate any scenic vistas within the City or its vicinity. Additionally, the Project is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System.[2] The nearest surrounding mountains, the Santa Monica Mountains, are more than 10 miles to the north.[3] No views of these mountains or of any other focal points or broad panoramic view corridors are available from public rights-of-way along the proposed alignment.

Based on the above, the proposed Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no further evaluation of this topic area is required in an EIR.

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

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially damage identified scenic resources bordered by or within the viewshed of a State-designated scenic highway.

There are no designated scenic highways near the Project. In addition, although the City of Inglewood Municipal Code (IMC) has a tree protection ordinance that requires any street trees affected by Project implementation be replaced at a 1:1 ratio, the appended tree inventory (**Appendix A: Tree Inventory Memorandum**) does not identify any federally or state-listed trees that would be affected by proposed Project's implementation. None of the trees inventoried is located within a State scenic highway. Historic buildings located in the vicinity of the proposed Project as identified in the appended historic resources assessment also do not fall within a State scenic highway (see **Appendix B: Preliminary Historic Resources Investigation Memorandum**), and no rock outcroppings are present on or near the Project Site. As such, impacts would be less than significant, and no further study is required.

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to introduce incompatible visual elements on the Project location or visual elements that would be incompatible with the character of the area surrounding the Project Site.

1 City of Inglewood, *General Plan*, "Conservation Element" (1997), 1.
2 *National Wild and Scenic Rivers System*, accessed June 2018, https://www.rivers.gov.
3 *Google Maps*, accessed June 2018, https://www.google.com/maps.

Implementation of the proposed Project would involve the construction of an aerial APM system along North and South Market Street, East Manchester Boulevard, and South Prairie Avenue connecting the Metro Crenshaw/LAX Line to the NFL Stadium/Hollywood Park. The APM system alignment may include up to five stations that would be fully located within the public rights-of-way. Preliminary stations locations include: North Market Street, Manchester Boulevard, the Forum, NFL Stadium/Hollywood Park and the intersection of Prairie Avenue and Century Boulevard.

The proposed Project would also include support facilities consisting of an MSF, which would occupy a 4- to 6-acre site, as well as ITFs located on additional 3- to 5-acre sites that may be co-located with the MSF or on separate locations. The MSF would consist of an elevated structure to provide space for maintenance and storage of the vehicle fleet, as well as to house the operations control center. The ITFs would multimodal access to the APM for passengers to conveniently transfer to/from the APM to other modes of travel, including but not limited to Metro and municipal bus lines, shared-ride vehicles, TNCs, and taxis, as well as provide for parking areas and drop-off and pickup locations.

Height and Massing

Land uses within the vicinity of the proposed Project vary in use and height. Within downtown Inglewood (North and South Market Street), buildings to the east and west of the proposed Project are characterized by commercial retail, office, restaurant, parking, residential, and mixed uses; these building are generally low rise (less than 40 feet). Along East Manchester Boulevard, buildings to the north and south of the proposed Project largely consist of commercial uses, with some limited residential uses also present.

Along South Prairie Avenue, buildings to the west of the proposed Project are primarily commercial (heavy, general, and airport commercial) and multifamily residential uses, while uses to the east include major entertainment venues, such as the Forum and the under-construction NFL stadium. These entertainment venues include wide setbacks from the rights-of-way (approximately 300 feet or greater) and are characterized by heights in excess of 100 feet. Although the appended historic resource assessment (see **Appendix B**) identifies structures in the vicinity of the proposed Project that are or could be considered historic resources, the proposed Project would not be significantly taller than existing structures in the area. Therefore, impacts would be less than significant, and this topic does not require further evaluation in an EIR.

Views

Private views are not protected by viewshed protection ordinances or by policies in the City's General Plan. Accordingly, the alteration of private views would not constitute a significant impact. The visual impact of one structure blocking another structure is not considered a significant impact because the

general characteristics of the urban setting would not be altered. However, the construction of an elevated APM as proposed by the proposed Project could obstruct views from the public rights-of-way. As such, impacts are potentially significant and will be further evaluated in an EIR.

Streetscape and Landscaping

The streets bounding the proposed Project contain sidewalks and street trees. Sidewalks and pedestrian access ways would be maintained upon implementation of the proposed Project. The façades of the proposed APM stations and APM system support infrastructure would be articulated with geometric forms and variations in color that would reduce any conflict with the visual effect of the existing building masses.

Landscaping is present in limited areas throughout the rights-of-way along the APM system alignment and consists primarily of street trees and other ornamental landscaping. A complete list of the tree species that exist on site can be found in **Appendix A**. Implementation of the proposed Project could require the removal of street trees, although these would be replaced at a 1:1 ratio as required by the IMC.[4]

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

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to introduce new sources of light or glare on or from the Project that would be incompatible with the areas surrounding the Project or would pose a safety hazard to motorists utilizing adjacent streets or freeways. The determination of whether the proposed Project results in a significant nighttime illumination impact will be made considering the change in ambient illumination levels as a result of the proposed Project's sources and the extent to which the proposed Project's lighting would emanate in to the local surroundings and affect adjacent light-sensitive areas.

Light

Due to the urban setting of the proposed Project's location, ambient nighttime light already exists. Existing nighttime lighting sources near the proposed Project include street lights, vehicle headlights, and interior and exterior building illumination. Night lighting for the Project would be provided for exterior illumination of APM stations and along the APM alignment, in addition to interior lighting of the APM's vehicle fleet, largely to provide adequate night visibility for users and to provide a measure of security.

4 Inglewood Municipal Code (IMC), ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-112, Definitions, accessed July 11, 2018, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_112.

The Project would utilize outdoor lighting designed and installed to meet City code requirements for shielding. However, exterior and interior lighting associated with the proposed Project could impact adjacent properties. As such, impacts will be further evaluated in an EIR.

Glare

Glare is largely a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished or reflective surfaces. Daytime glare is typical in highly developed urban areas due to the highly reflective nature of exterior building materials and automobiles, among other sources.

The proposed Project will be located within the public rights-of-way along North and South Market Street, East Manchester Boulevard, and South Prairie Avenue; the potential locations for the support facilities may include public and/or private properties. The rights-of-way are developed with paved surfaces and include pedestrian sidewalks with assorted street furniture, vegetative planters and medians, parking lanes, and turning and travel lanes. The area currently contributes limited sources of glare in the proposed Project's vicinity. Reflective surfaces in the vicinity include automobiles traveling and parked on streets, as well as exterior building windows and façades. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The exterior lighting located on the façade of the APM stations and along the alignment would be shielded for glare.

The proposed Project's architectural materials may include highly polished and reflective materials, including metal and glass; as a result, the proposed Project could have the effect of increasing reflected light, thereby creating glare. Therefore, this topic will be further evaluated in an EIR.

2.2 Agriculture and Forestry Resources

Would the proposed Project:

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

No Impact.

Significant impacts would occur if the proposed Project were to adversely impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The location of the proposed Project is surrounded by commercial, commercial recreation, single- and multifamily residential, and entertainment uses (within the Hollywood Park Specific Plan).

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the location of the proposed Project has not been previously mapped.[5] However, the City is highly developed and entirely urbanized; no portion of the City, including the proposed Project location and surrounding development, is currently in agricultural use. As such, no portion of the proposed Project's location would qualify for designation as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

b. Conflict with existing zoning for agricultural use, or Williamson Act contract?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with existing agricultural zoning or a Williamson Act contract.

As previously noted, the proposed Project's location and surrounding development are not used for agricultural, nor can they support agricultural use. The area is not subject to a Williamson Act contract. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

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

No Impact.

Significant impacts would occur if the proposed Project were to result in the conversion of existing Farmland to nonagricultural use.

The proposed Project's locations are not designated, zoned, or in agricultural use. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

5 California Department of Conservation (CDC), Farmland Mapping and Monitoring Program, *California Important Farmland Finder,* accessed June 12, 2018, https://maps.conservation.ca.gov/DLRP/CIFF/.

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

No Impact.

Significant impacts would occur if the proposed Project were to result in adverse impacts to forest or timberland.

The proposed Project's location is not designated or zoned for forest or timberland. No timber operations exist in the area. Additionally, the area is highly urbanized area and is not within any forestland area. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

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

No Impact.

As previously noted, the proposed Project's location does not contain any farmland or forestland. Development of the proposed Project would occur in an existing highly urbanized and developed area. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

2.3 Air Quality

Would the proposed Project:

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in the obstruction or implementation of an adopted, applicable air quality plan.

The Project is in the South Coast Air Basin (Basin). Within the Basin, the SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The SCAQMD's *2016 Air Quality Management Plan* (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving AAQS.[6]

6 South Coast Air Quality Management District (SCAQMD), *Final 2016 Air Quality Management Plan* (March 2017), http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

According to the SCAQMD, there are two key indicators of consistency with the applicable air quality plan: whether the proposed Project would (1) result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and (2) would cause the area to exceed the forecasted growth incorporated into the applicable air quality plan. Construction and operation of the proposed Project are evaluated in the context of both of these indicators.[7]

Construction emissions during the construction of the APM system itself, as well as associated stations, MSF, and ITF facilities, have the potential to adversely affect the implementation of the AQMP. Ongoing operations (particularly at the MSF facility because the APM will be powered by electrical guideways) also have the potential for adverse effects on AQMP implementation. Thus, additional analysis, including quantification of construction and operational emissions, is required to determine whether the proposed Project would have the potential to conflict with the SCAQMD's current AQMP and will be further addressed in an EIR.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact.

A project could result in significant air quality impact under this criterion if project-related emissions were to exceed federal, state, or regional standards or thresholds, or substantially contribute to an existing or projected air quality violation.

The SCAQMD has developed specific CEQA air quality significance thresholds to assess potential impacts that may result from construction and operation of projects.[8] The proposed Project is located within the South Coast Air Basin (SCAB) where these thresholds apply. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NOX), carbon monoxide (CO), sulfur oxides (SOX), and respirable particulate matter less than 10 microns in diameter (PM10) and fine particulate matter less than 2.5 microns in diameter (PM2.5) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

As stated above, the proposed Project's construction and operational activities would potentially generate pollutant emissions that could contribute to an existing or projected air quality violation. Specifically, construction of the APM system and associated stations, MSF, and ITF facilities would lead to emissions from construction equipment that could contribute to a violation of air quality standards adopted for the

7 SCAQMD, *CEQA Air Quality Handbook* (November 1993).
8 SCAQMD, *CEQA Air Quality Handbook*.

SCAB. Ongoing operations that would occur upon the proposed Project's implementation could also lead to emissions that could contribute to air quality violations, particularly as a result of activities at the MSF and ITF facilities. Further analysis of the proposed Project's emissions, including quantification of construction and operational emissions and comparison to SCAQMD-recommended thresholds, is required to determine whether the proposed Project has the potential to violate air quality standards. This topic will be further analyzed in an EIR.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under applicable federal or State air quality standards.

The United States Environmental Protection Agency (USEPA) is responsible for the implementation of portions of the 1970 CAA,[9] which regulates certain stationary and mobile sources of air emissions and other requirements. USEPA sets national vehicle and stationary source emission standards; oversees the approval of all State Implementation Plans;[10] provides research and guidance for air pollution programs; and sets National Ambient Air Quality Standards (NAAQS).[11] NAAQS for the seven common air pollutants, Ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb), are identified in the CAA. **Table 1-1: Common Sources of Health Effects for Criteria Air Pollutants** details these pollutants.

The California Air Resources Board (CARB) is the state agency responsible for setting the California Ambient Air Quality Standards (CAAQS).[12] USEPA and CARB designate air basins as nonattainment areas where air pollution levels exceed federal or state ambient air quality standards, respectively. If standards are met, the area is designated as an attainment area. If there is inadequate or inconclusive data to make a definitive attainment designation, an area is considered unclassified. Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from

9 US Environmental Protection Agency, "Clean Air Act Text," https://www.epa.gov/clean-air-act-overview/clean-air-act-text.

10 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards (NAAQS).

11 The NAAQS were set to protect public health, including that of sensitive individuals; for this reason, the standards continue to change as more medical research becomes available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

12 CARB, "California Ambient Air Quality Standards (CAAQS)" (August 10, 2017), https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm.

standards. The current federal and State attainment designations for the Basin are shown in **Table 1-2: South Coast Air Basin Attainment Status**.

As discussed above, construction and operation of the proposed Project could potentially result in the emission of air pollutants in the Basin, which is currently in nonattainment of federal air quality standards for O3, PM2.5 and Pb, and in nonattainment of state air quality standards for O3, PM10, and PM2.5. Trenching,

Table 1-1
Common Sources of Health Effects for Criteria Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O3)	Formed when volatile organic compounds (VOC) and oxides of nitrogen (NOx) react in the presence ofS sunlight; VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil), solvents, petroleum processing, and storage and pesticides	Breathing difficulties, lung tissue damage, damage to rubber and some plastics
Respirable particulate matter (PM10)	Road dust, windblown dust (agriculture), construction and fireplaces; also formed from other pollutants (e.g., acid rain, NOx, oxides of sulfur [SOx], organics) and from incomplete combustion of any fuel	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling
Fine particulate matter (PM2.5)	Fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning; also formed from reaction of other pollutants (e.g., acid rain, NOx, SOx, organics)	Increases respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling
Carbon monoxide (CO)	Any source that burns fuel, such as automobiles, trucks, heavy construction equipment, farming equipment, and residential heating	Chest pain in heart patients, headaches, reduced mental alertness
Nitrogen dioxide (NO2)	See *carbon monoxide*	Lung irritation and damage
Lead (Pb)	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint	Learning disabilities, brain and kidney damage
Sulfur dioxide (SO2)	Coal- or oil-burning power plants and industries, refineries, diesel engines	Increases lung disease and breathing problems for asthmatics; reacts in the atmosphere to form acid rain

Source: California Air Resources Board, "ARB Fact Sheet: Air Pollution and Health" (last reviewed December 2, 2009), http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm, accessed June 2018.

Table 1-2
South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Attainment
Lead (Pb)	Attainment	Nonattainment
Suspended particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Sources: CARB, "Area Designations Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm (last reviewed October 18, 2017).

paving, and other activities associated with the construction of the APM apparatus itself, as well as the APM's associated stations, MSF, and ITF, have the potential to emit diesel particulates typical of construction activity. Ongoing operations at the MSF and ITF sites also have the potential to increase the emission of the specific pollutants mentioned above, including those for which the Basin is already in nonattainment of federal and state air quality standards. Therefore, implementation of the proposed Project could potentially contribute to air quality impacts that may also be cumulatively considerable with other related projects. As such, this issue will be further addressed in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact.

A significant impact would occur if construction or operation of the proposed Project were to result in exposure of sensitive receptors to concentrations of air pollutants above the AAQS. The proposed Project's construction activities and operations, as described above under other thresholds, may increase air emissions above current levels.

Sensitive receptors are defined as schools, residential uses, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The nearest sensitive receptors to the Project are residences along East Manchester Boulevard, and residences, churches, and an elementary school along South Prairie Avenue.

Although the APM will be powered by overhead electricity, the potential exists for impacts to sensitive receptors during the proposed Project's construction, as well as during ongoing operations, particularly at the MSF and ITF facilities. This would be as a result of typical construction practices such as grading and excavation, as well as ongoing operations at the MSF and ITF sites.

Impacts are potentially significant, and this topic will be further addressed in an EIR. The analysis will include a Health Risk Assessment (HRA) to consider impacts associated with exposures to toxic air contaminants during both construction and operation.

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

Less than Significant Impact.

Impacts would be considered potentially significant if the proposed Project were to result in the creation of objectionable odors with the potential to affect substantial numbers of people, or if construction or operation of the proposed Project would result in the creation of nuisance odors that would be noxious to a substantial number of people as codified in SCAQMD Rule 402 (Nuisance).[13]

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

During construction, activities associated with the operation of equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. As construction-related emissions dissipate from the area, odors associated with these emissions would also decrease, dilute, and become unnoticeable.

According to the SCAQMD *CEQA Air Quality Handbook,* land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting refineries, landfills, dairies, and fiberglass molding.[14] The proposed Project would not include any of these odor-producing uses. Odors associated with the proposed Project's operation would be limited to on-site waste generation and disposal, as well as cleaning operations at the MSF. All trash

13 SCAQMD, "Rule 402: Nuisance" (adopted May 7, 1976), http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf.

14 SCAQMD, *Air Quality Handbook*, accessed June 2018, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations and be emptied on a regular basis.[15]

Implementation of the Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required in an EIR.

2.4 Biological Resources

The discussion provided in this section is based on information provided by Meridian Consultants (see **Appendix A: Tree Inventory Memorandum** and **Appendix C: Biological Survey Memorandum**).

Would the proposed Project:

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

Less than Significant Impact.

A significant impact would occur if the proposed Project were to lead to adverse effects on any species identified as a candidate, sensitive, or special status species according to any adopted plan, policy, or regulation. This includes effects caused by habitat modification.

The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. The proposed Project's location consists of paved and active streets with various landscaping, as well as developed or previously developed parcels where the MSF and ITF facilities may be located. The existing level of development in the area and in the surrounding area is not compatible with supporting wildlife and natural plant communities.

A biological assessment for the proposed Project's location was completed to determine the presence or absence of any sensitive biological resources (see **Appendix C**). As part of the biological assessment, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB)[16] was used to conduct a 9-quadrant survey**.** In the Inglewood quadrant, 29 species were previously identified as seen in **Table 2-1: CNDDB Inglewood Quadrant Species List**.

15 County of Los Angeles Department of Public Health, "Solid Waste Management Program," accessed June 2018, http://publichealth.lacounty.gov/eh/EP/solid_waste/solid_waste_main.htm.

16 California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB), "Maps and Data," accessed April 2018, https://www.wildlife.ca.gov/Data/CNDDB.

There were five species listed on the CNNDB that have been observed within the proposed Project location and surrounding area: crotch bumble bee, pocketed free-tailed bat, southern tarplant, spreading navarretia, and prostrate vernal pool navarretia. Fourteen of the species listed in **Table 2-1** are found no closer than 2 miles from the proposed Project.

The sensitive species listed in quadrants adjacent to the proposed Project, but not with the proposed Project's footprint as noted above, only occur in specific habitats that do not occur within the Inglewood quadrant; examples are the Santa Monica Mountains to the northwest and the coastal regions to the west. The area is also completely developed and paved with no natural plant communities, excluding street trees along portions of the alignment that could potentially provide habitat for nesting birds (see **Appendix C**).

None of the species listed in the CNDDB was found to be present within or surrounding the proposed Project (see **Appendix C**) during the field survey on May 23, 2018.

The only plant species on site were landscaping as well as weeds and ruderal vegetation. A complete list of the tree species that exist along the APM alignment can be seen in **Appendix A**. Of these species, none listed is a candidate, sensitive, or special-status species.

The proposed Project is not located in a significant ecological area defined in the County of Los Angeles (the "County") General Plan.[17] Moreover, the City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City.[18]

Impacts would be less than significant, and no further evaluation of this topic area is required in an EIR.

17 Los Angeles County, Department of Regional Planning (LA County DRP), *General Plan 2035,* "General Plan Update Program—Interactive Map (GP-NET)," accessed June 2018, http://planning.lacounty.gov/gpnet.

18 City of Inglewood, *General Plan*, "Conservation Element" (1997).

Table 2-1
CNDDB Inglewood Quadrant Species List

Scientific Name	Common Name	Distance to Proposed Project Site (miles)
Spea hammondii	Western spadefoot	Unprocessed
Nycticorax	Black-crowned night heron	Unprocessed
Ammodramus savannarum	Grasshopper sparrow	Unprocessed
Spizella breweri	Brewer's sparrow	Unprocessed
Agelaius tricolor	Tricolored blackbird	3.06 SE
Setophaga petechia	Yellow warbler	Unprocessed
Athene cunicularia	Burrowing owl	4.19 NE
Polioptila californica	Coastal California gnatcatcher	2.01 NW
Empidonax traillii extimus	Southwestern willow flycatcher	4.19 NE
Vireo bellii pusillus	Least Bell's vireo	4.59 NE
Bombus crotchii	Crotch bumble bee	On site
Eumops perotis californicus	Western mastiff bat	1.89 SE
Nyctinomops femorosaccus	Pocketed free-tailed bat	Unprocessed
Microtus californicus stephensi	South coast marsh vole	2.01 NW
Taxidea taxus	American badger	4.19 NE
Lasionycteris noctivagans	Silver-haired bat	Unprocessed
Anniella stebbinsi	Southern California legless lizard	Unprocessed
Phrynosoma blainvillii	Coast horned lizard	5.70 S
Eryngium aristulatum var. parishii	San Diego button-celery	2.12 SW
Centromadia parryi ssp. australis	Southern tarplant	On site
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	0.77 NE
Atriplex coulteri	Coulter's saltbush	4.44 SE
Astragalus tener var. titi	Coastal dunes milk-vetch	0.77 NE
Sidalcea neomexicana	Salt spring checkerbloom	3.07 NW
Camissoniopsis lewisii	Lewis' evening-primrose	Unprocessed
Hordeum intercedens	Vernal barley	Unprocessed
Orcuttia californica	California Orcutt grass	3.69 SW
Navarretia fossalis	Spreading navarretia	On site
Navarretia prostrata	Prostrate vernal pool navarretia	On site

Source: California Natural Diversity Database (CNDDB); see ***Appendix C.***
Notes: NE = Northeast; S = South; SE = Southeast; SW = Southwest; Unprocessed = Data for species has not been uploaded to CNDDB for mapping—cannot determine distance.

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

No Impact.

Significant impacts would occur if the proposed Project were to cause adverse effects on any riparian habitat or other sensitive natural community identified in an adopted plans, policies or regulations.

The proposed Project is located in an area that consists of paved rights-of-way, as well as developed or previously developed urban parcels adjacent to the proposed alignment. As such, no riparian habitat or sensitive natural community is located in the area.[19] In addition, the Project is not located in a significant ecological area defined in the County's General Plan[20] or the City's General Plan.[21]

No impacts would occur, and no further evaluation of this topic area is required in an EIR.

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

No Impact.

A significant impact would occur if the proposed Project were to adversely affect federally protected wetlands under Section 404 of the Clean Water Act.

The proposed Project is not in proximity to, nor does it contain, wetland habitat or a blue-line stream that is subject to the jurisdiction of the US Army Corps of Engineers or the CDFW. The National Wetlands Mapper does not show any federally protected streams, wetlands, or other water bodies, or any riparian habitat on site or adjacent to the proposed Project.[22]

Because the proposed Project would not have any effect on federally protected wetlands, and would not result in any removal, filling, hydrological interruption, or other means of disruption to a watercourse, no impact would occur, and no further study is required.

19 CDFW, CNDDB, "Maps and Data."
20 LA County DRP, *General Plan 2035,* "General Plan Update Program—Interactive Map (GP-NET)."
21 City of Inglewood, *General Plan*, "Conservation Element."
22 US Fish and Wildlife Service (USFWS), *National Wetlands Inventory,* "National Wetlands Mapper," accessed June 2018, https://www.fws.gov/wetlands/data/mapper.html.

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

Less than Significant Impact.

The proposed Project would have significant impacts if it interfered with the movement of any wildlife species or if it adversely impacted wildlife corridors or nursery sites.

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. The proposed Project's location consists of paved and active streets with various landscaping including street trees, as well as developed or previously developed parcels adjacent to the alignment. Therefore, current development on the site and in the surrounding area is not compatible with supporting natural plant communities.

The City of Inglewood has an adopted tree preservation ordinance.[23] The intent of these regulations is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.[24] A total of 354 trees located within and surrounding the proposed Project have the potential to be impacted by construction or removed altogether (see **Appendix A**). Of those, 230 meet IMC requirements to be considered a protected tree. For all of the protected trees that would be impacted or removed, permits would be filed with the City and the regulations set forth in the IMC would be followed, reducing impacts to less than significant.[25]

The street trees within the footprint of the proposed Project (see **Appendix A**) have the potential to be utilized by migrating bird species. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA)[26] and the California Fish and Game Code. Fully protected birds and migratory nongame birds as designated by the MBTA, including raptors, or nests or eggs of any bird, except as otherwise provided by the Fish and Game Code, may not be taken, possessed, or destroyed at any time. As such, the trees that would be removed could have potentially significant, albeit temporary, impacts on nesting birds. Therefore, this topic area will be further evaluated in an EIR.

23 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required, accessed June 2018, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_116/.

24 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent, accessed June 2018, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_110.

25 IMC, ch. 12, Planning and Zoning, art. 32, Tree Protection, sec. 12-112, Definitions.

26 USFWS, Congressional and Legislative Affairs, "Migratory Bird Treaty Act of 1918," accessed June 2018, https://www.fws.gov/laws/lawsdigest/migtrea.html.

No wildlife mitigation corridors are found near the Project.[27] Implementation of the proposed Project would not interfere with the movement of native resident or migratory fish species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to conflict with any adopted local policies or ordinances that protect biological resources.

As described above, the City has an adopted tree preservation ordinance.[28] The intent of this regulation is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.[29] Street trees located within and surrounding the footprint of the proposed Project have the potential to be impacted from construction or removed. Approximately 230 trees meet IMC requirements to be considered a protected tree that potentially would be impacted or removed' for any impacted trees, the City would abide by its ordinance and the specified regulatory requirements would be followed, reducing impacts to less than significant.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or another approved plan designed to conserve habitat.

No adopted HCP, NCCP, or similar plan applies to the proposed Project's area.[30] Consequently, implementation of the proposed Project would not conflict with the provisions of any adopted conservation plan and therefore no impacts would occur.

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27 County of Los Angeles*, General Plan 2035,* Fig. 9.2: Regional Habitat Linkages, available at http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-2_Regional_Wildlife_Linkages.pdf.

28 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required.

29 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent

30 CDFW, "NCCP Plan Summaries," accessed April 2018, https://www.wildlife.ca.gov/conservation/planning/nccp/plans.

2.5 Cultural Resources

The discussion provided in this section is based on information provided by Historic Resources Group (HRG) (see **Appendix B: Preliminary Historic Resources Investigation Memorandum)** and PaleoWest Archaeology (see **Appendix D: Cultural Resource Investigation Memorandum**).

Would the proposed Project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to disturb historic resources that presently exist within the proposed Project location.

Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code [PRC]); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity. Further, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The City does not currently have a historic preservation ordinance or program in effect; however, the City published a historic resources study in 2000[31] that identified potentially eligible historic properties in downtown Inglewood, an area bounded by La Brea Avenue to the west, Locust Street to the east, Florence Avenue to the north, and Hillcrest Boulevard to the south. Because potentially eligible historic properties

31 City of Inglewood, *Main Street Inglewood: Historic Resources Survey* (2000), accessed June 11, 2018, https://www.laconservancy.org/sites/default/files/community_documents/Main%20Street%20Inglewood%20Historic%20Resources%20Survey%2C%202000.pdf.

are located adjacent to the proposed alignment along North Market Street and East and West Manchester Boulevard, impacts are potentially significant and will be analyzed in detail in an EIR.

A small number of designated historic resources and resources identified as historic through previous investigation are extant in locations adjacent to the proposed alignment of the proposed Project. Further study may yield additional properties eligible for historic designation within or in the immediate vicinity of the proposed Project.

Six previously recorded built-environment cultural resources were identified within a half-mile radius of the proposed Project. One of these resources, 19-189809, is a multistory commercial building that is located immediately adjacent to the proposed Project area and may be directly or indirectly impacted by the proposed Project. In addition, five buildings/structures, located immediately adjacent to the proposed Project area, are listed on the Directory of Historic Properties Data File (see **Appendix D**).

Two properties located adjacent to the APM alignment have been listed in the National Register of Historic Places. These are the Forum at 3900 W. Manchester Boulevard and the former Fox Theater at 115 N. Market Street in Downtown Inglewood. Seven additional properties were also previously identified.

All of these properties are situated along the proposed alignment. No previously identified historic resources were discovered on any of the proposed MSF or ITF sites. Additional potential historic resources may be identified as a result of the environmental review process for the proposed Project, either along the alignment or on the proposed MSF or ITF sites. Conversely, some previously identified properties may have since been altered such that they are found to be no longer eligible for historic listing.

As currently described, the guideway, support structure, and stations for the APM will be contained within the public rights-of-way, and construction of the various structures is not anticipated to require the demolition or alteration any existing buildings or structures immediately adjacent or in the immediate vicinity of the proposed Project. Because these elements will be contained within the public rights-of-way, it is not anticipated that their construction will result in any direct impacts to historic resources. Construction of the APM guideway, support structure, and stations does, however, have the potential for indirect impacts to identified historic resources located immediately adjacent to the proposed alignment. These structures could affect the setting in which the identified resources are located, which could in turn affect those attributes that contribute to the historic character of these resources.

As mentioned above, the proposed Project includes an MSF and ITF locations along the proposed alignment that are under consideration. Depending on the final location, construction of the MSF and ITFs may require demolition of existing improvements at those locations. Historic resources do not appear to be present at these sites. Pending further analysis to determine if any historic resources are located on

the proposed locations, construction of the MSF and ITFs has the potential to result in direct or indirect impacts to previously unidentified historic resources.

The proposed Project has the potential to result in indirect impacts to previously identified historic resources. Pending further analysis to determine if historic resources not previously identified are present, the proposed Project also has limited potential to result in direct impacts to historic resources.

This topic will be further evaluated in an EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact.

A significant impact would occur if grading or excavation activities associated with the proposed Project were to disturb archaeological resources that presently exist within the proposed Project's location.

Archaeological resources include material evidence of past human life and culture of previous ages. Section 15064.5 of the CEQA Guidelines generally defines a historic or archeological resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

A literature review and records search was conducted (see **Appendix D**) at the South Central Coastal Information Center housed at California State University, Fullerton. The records search included the proposed Project's area (half-mile radius). The records search indicated that no prehistoric or historical archaeological resources have been recorded within the area or within a half-mile radius of the area.

The records search indicated that at least 21 previous studies have been conducted within a half-mile of the proposed Project's area since 1984; none of these studies appears to include the proposed Project's area. As such, no significant archeological resources have been documented in the area.

The City would be required to comply with existing regulations, including PRC Section 21083.2, which specifies the protocol if archaeological resources are discovered during any excavation, grading, or construction activities.

Potential archeological impacts would be less than significant, and no further evaluation of this topic area is required.

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

Less than Significant Impact.

A significant impact would occur if grading or excavation activities associated with the proposed Project were to disturb paleontological resources or geologic features that presently exist within the proposed Project's location.

The area under consideration for the proposed Project has been previously graded and is not known to contain any unique paleontological resource or site or any unique geologic feature. Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. However, due to the elevated nature of the APM alignment, impacts on a unique paleontological resource or site or unique geologic feature would be minimized. Further, if artifacts are unearthed during construction activities, they will be documented and preserved in the same manner as archaeological resources as required by PRC Section 21083.2.

Impacts would be less than significant, and no further evaluation of this topic is required.

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

Less than Significant Impact.

A significant adverse effect would occur if grading or excavation activities associated with the proposed Project were to disturb previously interred human remains.

Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. Thus, the potential to disturb human remains exists. However, potential impacts would be minimized because any remains that would be discovered during excavation would be subject to California Health and Safety Code Section 7050.5 and PRC Section 5097.98.

Impacts would therefore be less than significant, and no further evaluation of this topic is required.

2.6 Geology and Soils

The discussion provided in this section is based on information provided by Geosyntec Consultants (Geosyntec) in **Appendix E: Geology and Soils Technical Memorandum**.

Would the proposed Project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to risks associated with known earthquake faults.

Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates faults as active, potentially active, or inactive. The Alquist-Priolo Earthquake Fault Zoning Act establishes standards regulating development adjacent to active faults and areas designated as Earthquake Fault Zones. No active or potentially active faults delineated as Alquist-Priolo Earthquake Fault Zones are known to be present beneath the proposed Project.

As mentioned above, the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone.[32] Although no site-specific investigation has been performed, there have been investigations in the area, and none of them has identified a fault with the potential for surface rupture. The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. However, the potential exists for nearby faults to result in a seismic event that could result in adverse substantial impacts to people or structures constructed and operated by the proposed Project.

All components of the proposed Project would be designed and constructed in accordance with the requirements of the California Building Code regarding seismic standards as approved by the Inglewood Building Safety Division, and a geotechnical investigation will be undertaken to ensure that no Project components are astride previously unidentified faults.

To address potential significant impacts that may result from seismic shaking from both known and unknown faults that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the

32 CDC, California Geological Survey (CGS), "Release of Official Maps of Revised Earthquake Fault Zones" (June 15, 20170, http://www.conservation.ca.gov/cgs/rghm/ap/Pages/official_release.aspx.

proposed Project. The geotechnical study will identify and confirm the presence of known active faults with the potential for surface rupture to ensure that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

As the proposed Project has the potential to expose people and structure to significant impacts associated with known or unknown faults, the EIR will further evaluate this topic and mitigation, if necessary, will be identified.

ii. Strong seismic ground shaking?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to strong seismic ground shaking.

The intensity of ground shaking depends primarily on an earthquake's magnitude, the distance from the source, and the site response characteristics. Although the proposed Project could be subjected to strong ground shaking in the event of an earthquake, this hazard is common throughout Southern California. The effects of ground shaking would be addressed by proper site-specific engineering design and construction in conformance with State and local building codes and engineering practices.

Prior to the issuance of building permits, a site-specific geotechnical study would be prepared by a licensed engineer that would specifically address seismic risk to the proposed Project. This study would ensure that the structural integrity of the APM and associated infrastructure would be maintained during a peak seismic event. Further, the design and construction of the proposed Project would conform to California Building Code seismic standards as reviewed and approved by the City of Inglewood Building Safety Division.

To address potential significant impacts that may result from strong seismic shaking that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the proposed Project. The geotechnical study will identify the extent of ground shaking that may occur so that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

As the proposed Project has the potential to expose people and structure to significant impacts associated with known or unknown faults, the EIR will further evaluate this topic and mitigation, if necessary, will be identified.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structure to the effects of liquefaction.

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density, fine, clean sandy soils; and strong ground motion. The effects of liquefaction can include sand boils, settlement, and bearing-capacity failures below structural foundations.

According to the CGS, the location of the proposed Project is not within an area susceptible to liquefaction.[33] Based on previous investigations and available geologic data, liquefaction zones are not mapped or known to exist beneath the proposed Project.

A site-specific geotechnical study would be performed by a licensed engineer that would outline structural design elements to ensure structural integrity is maintained during seismic events. In addition, the design and construction of the proposed Project would conform to California Building Code requirements related to seismic standards, as approved by the City of Inglewood Building Safety Division.

Impacts related to seismic related liquefaction would be less than significant, and no further analysis is required.

iv. Landslides

No Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to adverse impacts associated with landslides.

The proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project.

33 CDC, CGS, *Earthquake Zones of Required Investigation,* interactive map, accessed June 2018, https://maps.conservation.ca.gov/cgs/EQZApp/app/.

According to the CGS,[34] the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

As such, no impacts related to slope instability or landslides would occur, and no further analysis is required.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to result in substantial soil erosion or the loss of topsoil.

The location of the proposed Project has been substantially developed with impermeable surfaces with only small areas of vegetative planters, and no areas of the site are susceptible to erosion under existing conditions. The area is highly urbanized and developed; the land is relatively flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Although development of the proposed Project has the potential to result in the erosion of soils during construction activities, erosion would be reduced through implementation of SCAQMD Rule 403—Fugitive Dust to minimize wind- and waterborne erosion.

The proposed Project's construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs), as detailed in a Storm Water Pollution Prevention Plan (SWPPP), would control and minimize erosion and siltation. Appropriate erosion-control BMPs may include but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms, stabilized construction site entrances/exits, and any other practices laid out in the City's *Low-Impact Development (LID) Standards Manual*.[35] Following construction activities, treated runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils.

Because the proposed Project is greater than 1 acre in size, the proposed Project will implement a SWPPP in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-

34 CDC, CGS, *Earthquake Zones of Required Investigation.*

35 IMC, ch. 10, Public Works, art. 16, LID Standards Manual, incorporated by reference.

specific SWPPP would be prepared prior to earthwork activities and would be implemented during the proposed Project's construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in stormwater discharge. Typical BMPs that could be used during construction include good housekeeping practices (e.g., street sweeping; proper waste disposal; vehicle and equipment maintenance; concrete washout area; materials storage; minimization of hazardous materials; proper handling and storage of hazardous materials; etc.) and erosion- and sediment-control measures (e.g., silt fences, fiber rolls, gravel bags, stormwater inlet protection, soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City.

The proposed Project's construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet-weather erosion control plan if construction occurs during the rainy season. Through compliance with these existing regulations, the proposed Project would not result in any significant impacts related to soil erosion during the construction phase.

During the proposed Project's operational phase, the proposed Project's surface areas would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. In addition, no native topsoil is present on the site because it has been previously disturbed and developed. Therefore, soil erosion impacts associated with construction and operation of the proposed Project would not occur, and soil erosion impacts would be less than significant. No further evaluation is required.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were based on unstable soils that could result in landslides, lateral spreading, subsidence, liquefaction, or soil collapse.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The proposed Project does not involve the creation of new groundwater wells.

Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the proposed Project. US Geological Survey groundwater measurements indicate that nearby groundwater is at least 85 feet below grade. Given that the proposed Project does not include

substantial excavation or subterranean structures, groundwater would not be encountered during construction. The proposed Project's design features and construction would comply with all applicable building codes and standards.

With adherence to existing regulations, impacts related to geological failure—including lateral spreading, off-site landslides, liquefaction, or collapse—would be less than significant. No further evaluation is required.

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

Less than Significant Impact.

Significant impacts could occur if the proposed Project were located on expansive soil that could create substantial risks to life or property.

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the within the proposed Project's location may have the potential to shrink and swell due to changes in the moisture content. However, the proposed Project would incorporate standard construction practices to maintain the integrity of the Project's proposed structures. Additionally, the proposed Project's design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant. No further study is required.

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

No Impact.

The proposed Project would result in significant impacts if it were located on soils incapable of supporting septic tanks or other alternative systems in the event that the proposed Project were not connected to existing sewer systems.

The proposed Project is located in a highly urbanized area where wastewater infrastructure is currently in place. The proposed Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the proposed Project would not

result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

No impacts would occur, and no further evaluation of this topic area is required.

2.7 Greenhouse Gas Emissions

Would the proposed Project:

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

Potentially Significant Impact.

A significant impact would occur if construction or operation of the proposed Project were to generate quantities of greenhouse gas (GHG) emissions that would interfere with state, regional, and local efforts to meet emissions reductions targets in accordance with state regulations. The term "GHG emissions" refers to a group of emissions that are believed to affect global climate conditions.

As a transportation-related project pertaining to travel to and from downtown Inglewood, the Forum, the LASED (including the NFL stadium), and the IBEC, the proposed Project could result in short-term emissions of GHGs during construction. These emissions would generally be associated with the operation of construction equipment that would be utilized to build the APM system, its associated stations, and the MSF and ITF facilities, as well as with the disposal of construction waste and demolition debris.

The potential exists for GHG emissions to occur as a result of ongoing operations at both the MSF and ITFs upon the proposed Project's implementation. However, the fact that the proposed Project is an APM system that would likely serve to reduce vehicle trips in the Project area could result in a net decrease in GHG emissions. Nonetheless, the proposed Project's construction and operational emissions will be quantified and evaluated in an EIR.

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

Potentially Significant Impact.

A significant impact would occur if GHG emissions generated by construction or operation of the proposed Project were to be of disproportionate magnitude relative to the growth induced by the proposed Project and consequently conflict with applicable state, regional, and local efforts to meet GHG emissions reduction targets.

Given that the proposed Project would have the potential to emit GHG emissions from both construction and ongoing operations at both the MSF and ITFs, the proposed Project has the potential to conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. These plans, policies, and regulations and the proposed Project's consistency with them will be evaluated in an EIR.

2.8 Hazards and Hazardous Materials

The discussion provided herein is based on information provided by Geosyntec in their evaluation of potential hazards and hazardous materials impacts (see **Appendix F: Hazardous Material Assessment Technical Memorandum** and **Appendix G: Hazard and Hazardous Materials Technical Memorandum**).

Would the Project:

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

Less than Significant Impact.

A significant impact could occur if a project were to create a significant hazard through the routine transfer, use, or disposal of hazardous materials.

The transport of hazardous material along these routes is regulated by Caltrans and the California Highway Patrol. Although the proposed Project will primarily be built in existing, paved rights-of-way on City streets, the construction of the MSF and ITFs could necessitate the demolition of existing structures depending on the sites chosen for these activities. Demolition activities have the potential release hazardous materials, such as asbestos containing material, lead-based paint, and other potentially hazardous building materials in some form as part of the building materials, such as polychlorinated biphenyl, mercury, or chlorofluorocarbons found in fluorescent lighting and electrical switches.

During construction activities, excavation of soil impacted with petroleum hydrocarbons or dry-cleaning solvents or other contaminants may be encountered. In addition, common construction materials, such as fuels, paints, cleaners, solvents, and welding materials, would be utilized. However, because the materials listed above will be stored and handled in accordance will all applicable local, State, and federal regulation,—such as implementation of a Risk Management Plan, Hazardous Material Business Plan, and Emergency Response Plan—impacts would be less than significant.

Manchester Boulevard and Prairie Avenue are major roadways along the APM alignment that are designated truck routes.[36] These routes are permitted for use by any vehicle exceeding a maximum gross weight of 3 tons and includes the routine transport of hazardous materials by such trucks. While hazardous materials, with some exceptions, can be transported on all City roadways, Section 31303 of the California Vehicle Code and US Department of Transportation regulations require that hazardous materials be transported by routes with the least overall travel time, ensuring that freeways and major boulevards are primarily used for the transport of hazardous materials. Because hazardous materials are permitted to be transported on existing roads that would be utilized for the proposed Project's construction, impacts would be less than significant.

Construction

Construction activities would involve the use of materials—including fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions—that would require special handling, transport, and disposal. The NPDES General Construction Permit described above in **Section 2.6: Geology and Soils,** which would include the submittal of a SWPPP, identifies various BMPs and other measures, including proper material storage, prevention, and containment of accidental spills of hazardous materials and wastes, to ensure hazardous materials are contained.

The transport, use, and/or disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing activities. Therefore, the proposed Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction. Impacts would be less than significant.

Operation

The types and amounts of hazardous materials that would be used in connection with operation of the proposed Project, including along the APM alignment and at the APM stations, but particularly at the MSF, would be typical of those used in an industrial setting (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicle fleet operations, coolants, absorbents, oil and fuel products, and machining wastes). All potentially hazardous materials would be used and stored in accordance with applicable federal, state, and local regulations, and the proposed Project would comply with planning and emergency response regulations pertaining to the presence of such materials. The potential for a significant hazardous impact to occur during operation of the proposed Project is considered low. Impacts would be less than significant, and no further evaluation is required.

36 IMC, ch. 3, Motor Vehicles and Traffic, art. 3, Truck Route Regulations, sec. 3-85, Truck Routes Established (1985).

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

Less than Significant Impact.

A significant impact would occur if a project were to have a reasonably foreseeable chance to result in a substantial release of hazardous materials into the environment through accident or upset conditions.

As discussed in **Threshold 2.8-a** above, compliance with federal, State, and local laws and regulations relating to transport, storage, disposal, and sale of hazardous materials would minimize any potential for accidental release or upset of hazardous materials.

The proposed Project would involve the construction of an elevated APM within the public rights-of-way along the APM alignment, in addition to both MSF and ITF uses on adjacent parcels. The MSF is expected to use and store bulk quantities of hazardous materials—such as fuel, solvents, oil, transmission fluid, paints and other chemicals—that would have the potential to be released into the environment if not properly handled and stored. However, because the proposed Project would comply with existing regulations governing the storage and handling of such chemicals, and applicable to responding to accidental release of such chemicals, impacts would be less than significant.

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

Less than Significant Impact.

A project would have a significant impact to hazards and hazardous materials if (a) the project were to involve a risk of accidental explosion or release of hazardous substances (including but not limited to oil pesticides, chemicals, or radiation); or (b) the project were to involve the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The proposed Project is located within 0.25 miles of several existing schools: Kelso Elementary School (809 East Kelso Street), ICEF Inglewood Middle Charter Academy (304 E. Spruce Avenue), ICEF Inglewood

Elementary Charter Academy (434 S. Grevillea Avenue), Dolores Huerta Elementary School (4125 W. 105th Street), Crozier Middle School (120 W. Regent Street), and Inglewood High School (231 W. Grevillea Avenue).

Although hazardous materials have the potential to be transported near these locations, the routes used will be the same designated truck routes described above. In addition, all activities associated with the proposed Project would comply with existing regulations governing the storage and handling of such chemicals as they relate to hazardous materials. Therefore, implementation of the proposed Project would not lead to a greater risk of significant impacts with respect to this threshold.

Construction

As discussed in **Threshold 2.8-a** above, construction of the proposed Project could involve the use of hazardous materials that are typically necessary for construction of mechanical infrastructure and industrial warehouses (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the proposed Project would involve routine transport, use, and disposal of these types of hazardous materials throughout the duration of construction activities. However, construction activities are temporary by nature, and the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities.

Operation

Operation of the proposed Project would require a modest amount of hazardous materials typical of mechanical infrastructure and an industrial warehouse, including the necessary chemicals and devices associated with mechanical activities. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported and/or stored on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions, and handled in compliance with applicable standards and regulations. Impacts would therefore be less than significant.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were located on a site that is included on a list of hazardous materials sites.

California Government Code Section 65962.5 requires various state agencies, including but not limited to the Department of Toxic Substances Control and the SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.[37]

The State of California maintains the Hazardous Waste and Substances Site List, also known as the Cortese List, as a planning document that assists Lead Agencies with CEQA compliance as it relates to hazardous materials and sites. Although portions of the proposed Project's location are known to be on the historical Cortese list, no portions of the site are on the active Cortese list of sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts would be less than significant, and no further evaluation is required.

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

No Impact.

A significant impact would occur if the proposed Project were located in an airport land use plan or within 2 miles of a public airport and would result in a safety hazard as a result of that location.

The proposed Project is not subject to the Los Angeles County Airport Land Use Plan, which was adopted in December 1991 and revised in December 2004. Los Angeles International Airport (LAX) is located more than 2 miles southwest of the proposed Project, and the Hawthorne Municipal Airport is located approximately 2.75 miles southeast of the proposed Project.

Airport operation hazards include incompatible land uses or features such as power transmission lines, wildlife hazards, and tall structures that can interfere with aircraft operations. The proposed Project would not construct any buildings or structures to a height that would interfere with or obstruct any local airport operations. Therefore, no impacts would occur to people residing or working in the area of the proposed Project.

37 These lists include but are not limited to the EnviroStor (http://www.envirostor.dtsc.ca.gov/public/) and GeoTracker (http://geotracker.waterboards.ca.gov/) lists maintained by the Department of Toxic Substances Control and State Water Resources Control Board, respectively.

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

No Impact.

Significant impacts would occur if the proposed Project were located near a private airstrip and would pose safety hazards as a result of such a location.

The proposed Project is not located near a private airstrip. As discussed previously, the proposed Project is not subject to the Los Angeles County Airport Land Use Plan, and no private airstrips are located near the proposed Project.

Airport operation hazards include incompatible land uses or features, such as power transmission lines, wildlife hazards, and tall structures, that can interfere with aircraft operations. The Project would not construct any buildings or structures to a height that would interfere with or obstruct any local airport operations, nor is the proposed Project in a height-restricted area. Therefore, no safety hazard impacts would occur to people residing or working in the area of the proposed Project.

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

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to impair the implementation of an adopted emergency response or emergency evacuation plan.

The proposed Project is located largely within public rights-of-way. For this reason, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the APM alignment. The City of Inglewood has planned evacuation routes that assume worst-case displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault, as described in the Safety Element of the City's General Plan.[38]

However, the closure of lanes would be temporary because such closures would be only associated with the construction phase of the proposed Project. If the proposed Project is approved, a traffic management plan will be prepared to ensure that interference with area traffic is minimized. This would include ensuring that routes to the emergency room at the adjacent Centinela Hospital Medical Center would be maintained. The plan will require that emergency access is maintained throughout the proposed Project's

38 City of Inglewood, *General Plan* (adopted July 1995).

construction. Therefore, the Project's impacts on emergency response or evacuation plans would be less than significant.

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

No Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to significant risks associated with wildland fires.

The City is highly developed and entirely urbanized and is without an urban/wildland interface. The proposed Project is not within a Moderate, High, or Very High Fire Hazard Severity Zone as designated by CAL FIRE. As such, the proposed Project would not increase or create the potential for wildland fires to occur near the proposed Project. No impacts would occur, and no further evaluation is required in an EIR.

2.9 Hydrology and Water Quality

The discussion provided herein is based on information provided by Geosyntec in their evaluation of potential hydrology and water quality impacts (see **Appendix H: Hydrology and Water Quality Technical Memorandum**).

Would the proposed Project:

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

Less than Significant Impact.

A significant impact would occur if Project discharges (either urban or stormwater runoff) to surface water or groundwater were to violate the conditions of any of the guiding federal, state, regional, or local requirements.

Construction

During construction, the proposed Project could disturb areas that require development outside of the transportation rights-of-way, including excavation, site preparation, and infrastructure improvements. Removing existing pavement, importing/exporting soil, grading, and stockpiling could potentially result in soils being exposed, loosened, and transported by stormwater to downstream receiving waters. Additional pollutants, including oil and grease, metals, and pH-altering materials, may also be introduced to the receiving water(s) during the construction phase. However, to reduce the potential for the above impacts during the construction phase, the proposed Project will comply with the SWRCB Construction

General Permit (CGP). Under the CGP, the proposed Project will prepare an approved SWPPP and implement construction BMPs. The CGP will be enforced through the City's construction, grading, and excavation permitting process.

Therefore, impacts related to water quality standards and waste discharge requirements during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed APM alignment is located within existing transportation rights-of-way. The APM component would be constructed on impervious surfaces. The APM 's structures would also be constructed in compliance with the applicable City's and County's Municipal Separate Storm Sewer System (MS4) Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed ITF and MSF sites would be converted to fully impervious surfaces. If all five existing sites were to be fully impervious in the proposed condition, impervious surface area could be increased. However, the MSF and ITF sites would be constructed in full compliance with the City's and County's MS4 Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed Project in located over the West Coast Basin, which is a confined aquifer, and is located approximately 220 ft below the ground surface. Urban and stormwater runoff infiltrated on site is unlikely to reach this groundwater aquifer. As a result, even if infiltration BMPs are incorporated into the proposed Project as required LID measures, such BMPs would extend to such a depth as to enter the basin. Therefore, infiltrated runoff would be unlikely to cause adverse impact to the local groundwater quality. Any potential impacts would be reduced to acceptable levels with implementation of infiltration BMPs.

Therefore, impacts related to surface water and groundwater quality standards and waste discharge requirements during both the construction and operations phases would be less than significant, and no further analysis is required.

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

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially deplete groundwater or interfere with groundwater recharge.

Construction

The proposed Project's water supply needs during the construction phase will be provided by the City of Inglewood's municipal system (MS4). There would be no impact on groundwater supplies during the construction phase of the proposed Project. Because the underlying water basin is a confined aquifer, and the water table is located approximately 50 to 200 feet below ground surface, dewatering is not anticipated during the construction phase.

Therefore, impacts related to groundwater supply depletion during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed Project could result in increased demand of potable and non-potable water from APM system operation and addition of commercial sites. The proposed Project's water supply during the operation phase will be provided by the City of Inglewood, which depends on a combination of extracted groundwater from City-owned wells and potable and non-potable water purchased from WBMWD. However, according to the City of Inglewood's 2015 Urban Water Management Plan Update (UWMP), the City cannot meet increased water demand through an increase in groundwater extraction due to limitations in water rights. Therefore, projected demands are anticipated to be met through a combination of conservation of local surface water, imported water, graywater, stormwater capture, ocean desalination, and/or other non-groundwater sources.

Impacts related to groundwater supply depletion during the operation phase would be less than significant, and no further analysis is required.

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

Less than Significant Impact.

A significant impact could occur if the proposed Project were to substantially alter the drainage pattern of an existing stream or river such that substantial erosion or siltation would result.

Construction

No existing surface streams or rivers pass within the proposed Project's extent. The nearest open channel is Centinela Creek, approximately 1.3 miles downstream of the proposed Project. In the existing condition, stormwater runoff is collected in curbs, gutters, and inlets, and conveyed through the storm drain network. No topographic changes are proposed as part of the proposed Project. If the construction phase of the proposed Project results in increased runoff or any modifications to existing drainage patterns, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed.

Activities during construction may expose and/or loosen soils, potentially resulting in erosion and topsoil loss. The average slopes of the proposed Project extents within the Ballona Creek and Dominguez Channel Watersheds were 0.5 and 0.9 percent, respectively. Because the slopes in the proposed Project extents are relatively flat, the majority of soil disturbance is expected to be related to importing and exporting of soil, grading, and stockpiling. All potential impacts related to these activities are expected to be reduced to acceptable levels under the CGP-required SWPPP. The SWPPP will identify any potential sources of sedimentation during construction and detail required BMPs to reduce or eliminate erosion and/or any potential alterations to drainage patterns. BMPs may include silt fencing, fiber rolls, sand bag barriers, gravel bag berms, and/or stabilized construction site entrances/exits. A Qualified SWPPP Practitioner will ensure compliance with the SWPPP by conducting regular monitoring and inspections of construction activities.

Impacts related to altering the existing drainage pattern of the proposed Project's alignment structure and support facilities that would result in erosion or siltation during the construction phase would be less than significant, and no further analysis is required.

Operation

No topographic changes or altered drainage patterns are currently proposed as part of the proposed Project, and any increases in runoff would be handled through compliance with MS4 Permit requirements.

Surface drainage will continue to be collected via the storm drain network to be ultimately conveyed to Ballona Creek and Dominguez Channel. Should the proposed Project result in increased runoff or peak flows, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed. In the proposed condition, stormwater runoff would not encounter unprotected soils within landscaped areas.

Impacts related to altering the existing drainage pattern of the area of the proposed Project that would result in erosion or siltation during the operation phase would be less than significant, and no further analysis is required.

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

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially alter the drainage pattern of an existing stream or river such that flooding would result.

Construction

No streams or rivers run within the proposed Project's location. The proposed Project does not propose any changes to existing drainage patterns. During construction, BMPs (required and monitored under the SWPPP) would be used to reduce the volume and velocity of stormwater runoff, thereby mitigating the potential for flooding due to construction. Any accumulated sediment observed during inspection of temporary BMPs or permanent stormwater network devices would be removed to prevent flooding.

Impacts related to altering the existing drainage pattern of the proposed Project's location that would result in flooding on or off site during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed Project will not modify the existing drainage patterns and would address any increases in runoff through compliance with the MS4 Permits and upgrades to existing stormwater infrastructure, if needed. Adequate conveyance of runoff will mitigate potential flooding impacts.

Impacts related to altering the existing drainage pattern of the proposed Project's location that would result in flooding on or off site during the operation phase would be less than significant, and no further analysis is required.

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

Less than Significant Impact.

A significant impact would occur if surface water runoff were to exceed the capacity of existing or planned storm drain systems serving the proposed Project, or if the proposed Project were to substantially increase the sources of polluted runoff.

Construction and Operation

Any storm drain upgrades required to address increases in peak flow or runoff volumes would be made as part of the proposed Project's drainage design. BMPs as required by the SWPPP and the MS4 Permit would preclude any additional sources of polluted runoff during both construction and operations.

Therefore, impacts related to the creation or contribution of runoff water exceeding the capacity of existing or planned stormwater drainage systems, or providing substantial additional sources of polluted runoff, during both the construction and operation phases would be less than significant, and no further evaluation is required.

f. Otherwise substantially degrade water quality?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to otherwise substantially degrade water quality.

Construction

Regular construction activities have the ability to result in the degradation of water quality, most noticeably from erosion and sedimentation. Loose sediment itself may degrade water quality and has the capacity to carry such pollutants as heavy metals, nutrients, pathogens oil and grease, and fuels. Additionally, construction may expose the proposed Project's location and stormwater to trash, solvents, paint, etc. The CGP requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges and prohibits the discharge of non-stormwater from construction sites because these non-stormwater discharges are likely to carry pollutants to receiving waters. The

BMPs detailed in the SWPPP will minimize potential for impacts from erosion and sedimentation during construction. The SWPPP will also detail use of BMPs to minimize the potential for spills of toxic or hazardous chemicals or substances into surface or ground waters.

Impacts related to otherwise substantially degrading water quality during the construction phase would be less than significant, and no further analysis is required.

Operation

The Project will address proposed changes in land use, which often results in changes in pollutant contributions, through an analysis of the anticipated pollutant concentrations and loads under both the existing and proposed condition. Any projected increase in pollutant concentrations or loads will be addressed through compliance with the MS4 Permit, as well as site-specific BMPs to address any increases in pollutant concentrations or loads.

Impacts related to substantially degrading water quality during the operation phase would be less than significant, and no further evaluation is required.

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

No Impact.

A significant impact would occur if the proposed Project were located within a 100-year floodplain and included housing construction.

Construction and Operation

The proposed Project is located outside the 100-year Federal Emergency Management Agency (FEMA) flood hazard area.[39] The proposed Project does not propose housing. Hence, both the construction and operation phases of the proposed Project would not place housing within 100-year flood hazard areas.

The proposed Project would have no impact related to placing housing within a 100-year flood hazard area for either the construction or the operational phase, and no further evaluation of this topic area is required.

39 County of Los Angeles, Department of Public Works, *Flood Zone Determination Website,* http://dpw.lacounty.gov/floodzone/.

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

No Impact.

A significant impact would occur if the proposed Project Site were located within a 100-year floodplain and included structures that would impede or redirect flood flows.

Construction and Operation

The proposed Project proposed is located outside the 100-year FEMA flood hazard area. Hence, both the construction and operation phases of the Project will not place any structure within the 100-year flood hazard area.

The proposed Project would have no impact related to impeding or redirecting flood flows for either the construction or the operational phase, and no further evaluation is required.

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

No Impact.

A significant impact would occur if the proposed Project were located within an area susceptible to flooding because of the failure of a levee or dam.

Construction and Operation

The proposed Project is located within FEMA unshaded Zone X, which is defined as an area outside the 0.2 percent annual chance floodplain. Further, the proposed Project is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Any increase in peak flow or runoff volumes in the proposed condition would be addressed through compliance with the MS4 Permit and drainage system upgrade as part of the proposed Project.

Therefore, the proposed Project would have no impact related to exposing people or structures to loss, injury, or death involving flooding during either the construction or operational phases. No further evaluation of this topic area is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact.

A significant impact could occur if the proposed Project were located in an area subject to inundation by seiche, tsunami, or mudflow.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity.

Construction and Operation

The proposed Project is not located in any established tsunami inundation area, liquefaction zone, or landslide zone. The proposed Project is at least 1.3 miles away from any open water feature and, therefore, would not be subjected to seiche events. As stated above, the proposed Project proposed is relatively flat within both the Ballona Creek and Dominguez Channel Watersheds, and it is not adjacent to any exposed or steep grades.

Therefore, neither the construction nor operational phase of the proposed Project would have any impacts related to inundation by seiche, tsunami, or mudflow that could result in loss, injury, or death. No impacts would occur, and no further evaluation of this topic area is required.

2.10 Land Use and Planning

Would the proposed Project:

a. Physically divide an established community?

Potentially Significant Impact.

The proposed Project would have a significant impact if it served to physically divide an established community.

The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. The Market Street portion of the alignment is typical of a small city's downtown. Market Street is characterized by storefronts, on-street parking, wide sidewalks, and street trees. North Market Street also includes multi-family land uses. Along Manchester Boulevard, between Market Street and Prairie Avenue, are various commercial uses with storefronts, a large supermarket, with limited residential areas on the eastern end of this road segment. Prairie Avenue between Manchester and Century Boulevard is dominated on the east side by the constituent components of LASED, the Forum, and the under-construction NFL stadium. The west side is primarily multi-family residential and commercial.

Because the proposed Project is an elevated, linear APM that will run along existing City streets, it has the potential to physically divide existing communities. Therefore, impacts are potentially significant and will be further evaluated in an EIR.

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

Potentially Significant Impact.

Potentially significant impacts would occur if the proposed Project were to conflict with applicable land use plans, policies, or regulations of any agency with jurisdiction over the proposed Project, where those plans, policies or regulations are adopted for the purpose of avoiding or mitigating an environmental effect.

The City of Inglewood, along with the rest of the Greater Los Angeles Area, is covered by SCAG's 2016 RTP/SCS. This document provides a framework for member agencies to fund and implement regional transportation infrastructure improvements that benefit the region as a whole, including transit projects such as the one described herein.

The northern portion of the proposed Project is within the City's 2016 Transit Oriented Development (TOD) Plan area of The New Downtown Inglewood, which supports the community's vision by creating a pedestrian-friendly, mixed-used Historic Downtown.[40] The purpose of the TOD Plan and Design Guidelines is to explain and implement the City's vision for transforming the quality of the environment within Downtown. It includes zoning districts and the purpose of each, as well as the use restrictions in each zoning district and other legal issues.

Along Market Street, from Florence Boulevard to Regent Street, both sides of the street are zoned for TOD Mixed-Use 1 (MU-1). The MU-1 zone provides larger-scale transit-oriented development at a higher density. Along Market Street, from Regent Street to Manchester Boulevard, both sides of the street are zoned for Historic Core (HC). The HC zone provides for a mix of uses, including ground-floor retail and restaurants, services, offices, and residential uses in the Historic Downtown in a pattern and size consistent with the existing historic urban fabric. Along Manchester Boulevard, from Market Street to Hillcrest Boulevard, both sides of the street are zoned HC. Along Manchester Boulevard, from Hillcrest Boulevard to Spruce Avenue, the south side of the street is zoned for HC and the north side is zoned for General Commercial.

The entirety of the proposed Project's location is within the City's Zoning Code and Zoning Map.[41] Along Manchester Boulevard, from Spruce Avenue to South Prairie Avenue, both sides of the street are zoned

40 City of Inglewood, *Transit Oriented Development Plan 2016*, "Part II: The New Downtown Inglewood," Chapter 3: Downtown Zoning, accessed June 2018, http://inglewood.arroyogroup.com/reports-and-documents/.

41 City of Inglewood, *Zoning Code and Map*, accessed June 2018, https://www.cityofinglewood.org/192/Zoning-Code.

for General Commercial (C-2). Along South Prairie Avenue, from Manchester Boulevard to West Century Boulevard, the west side of the street is zoned for C-2. Also, on South Prairie Avenue, from Manchester Boulevard to Pincay Drive, the east side of the street is zoned for Commercial Recreation. Along South Prairie Avenue, from Pincay Drive to West Century Boulevard, the east side of the street is zoned for the Hollywood Park Specific Plan (HPSP). The HPSP was developed to ensure there was a complete, comprehensive code to regulate the unique development of the area, as permitted by Sections 65450-65457 of the California Government Code.[42]

Because the Project proposes land uses that differ from those currently designated and zoned for existing parcels, impacts would be potentially significant. This topic area will be further analyzed in an EIR.

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

No Impact.

Significant impacts would occur if the proposed Project were to conflict with any adopted HCP or NCCP.

No adopted HCP, NCCP, or similar plan applies to any part of the City or the surrounding area.[43] Consequently, implementation of the proposed Project would not conflict with the provisions of any adopted conservation plan.

No impacts would occur, and no further evaluation of this topic area is required.

2.11 Mineral Resources

Would the Project:

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

No Impact.

Significant impacts would occur if the proposed Project's implementation would result in the loss of availability of a known mineral resource.

42 City of Inglewood, *Hollywood Park Specific Plan 2014*, accessed June 2018, https://www.cityofinglewood.org/203/Hollywood-Park-Specific-Plan.

43 CDFW, "NCCP Plan Summaries."

The proposed Project is located within a Mineral Resources Zone 3 (MRZ-3), which is an area where significant mineral deposits cannot be evaluated based on current and available data.[44] The state of California has not classified or designated mineral resource zones within the area, and the Bureau of Land Management mineral potential maps also indicate no prospective valuable deposits.[45]

In addition, the proposed Project is located entirely within a highly developed urban area characterized by commercial, industrial, and residential land uses. No records exist with respect to the presence of valuable mineral resources within the proposed Project's area or the immediate surrounding area, and no mining is currently taking place in the City.[46]

No impacts would occur, and no further evaluation of this topic area is required.

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

No Impact.

Significant impacts would occur if the proposed Project were to result in the loss of availability of a locally important mineral resource recovery site.

The proposed Project is located within MRZ-3 and, as such, information is not available to determine whether valuable mineral resources are deposited on site.

As mentioned above, the proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses and no mining operations are currently being conducted in the City. There are no records of valuable mineral resources within the proposed Project's footprint or the immediate surrounding area.[47]

No impacts would occur, and no further evaluation of this topic area is required.

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44 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California: Part II—Los Angeles County* (1994), Plate 1B, available at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Text.pdf.

45 CDC, CGS, *Mineral Lands Classification,* data portal, accessed June 2018, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

46 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate,* Plate 1B.

47 LA County DRP, *General Plan 2035,* "General Plan Update Program—Interactive Map (GP-NET)."

2.12 Noise and Vibration

Would the proposed Project:

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

Section 5, Article 2 (Noise Regulations) of the IMC governs noise measurement and acceptable levels in the City.[48] For construction of the type that would be associated with the proposed Project, construction activities would not be permitted between 8 PM and 7 AM.

Construction of the proposed Project would require the use of heavy equipment for demolition and site clearing; grading, excavation, and foundation preparation; the installation of utilities; paving; and building. During each construction phase, a range of equipment would be operated on site. Noise levels would vary based on the amount and type of equipment being used, and the location of each activity. While only temporary, noise associated with the proposed Project's construction activities may have potential impacts on nearby residences, churches, and an elementary school immediately to the proposed Project.

Operation of the proposed Project would have the potential to increase noise levels near the proposed Project due to noise emitted by the APM as well as on-site operational activities at the MSF and ITF sites. However, overall noise levels in the City could decrease as a result of a decrease in vehicle trips owing to the presence of the proposed Project.

Impacts are potentially significant. Further analyses of the proposed Project's construction and operational noise sources will be addressed in an EIR.

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in exposure of people to or generation of excessive ground-borne vibration.

48 IMC.

Ground-borne vibration and ground-borne noise could occur during construction of the proposed Project, especially during paving, demolition, earth movement activities, pile driving, and other activities associated with the construction of an elevated APM line. Operation of the proposed Project could involve vibration, especially near the MSF and ITF facilities. Therefore, analysis of potential impacts of ground-borne noise and vibration impacts will be further addressed in an EIR.

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to cause a substantial permanent increase in noise levels above existing ambient levels.

The proposed Project's construction would be expected to generate a temporary increase in ambient noise levels in the proposed Project's vicinity. Ongoing, permanent operational noise impacts could be generated near both the MSF and ITF facilities as these would see maintenance activity on APM components and the potential for increased vehicular traffic respectively. Therefore, this topic is potentially significant and will be further evaluated in an EIR.

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in substantial temporary or periodic increase in ambient noise levels.

Demolition, grading, pile driving, paving, and other activities typical of construction activities would occur upon proposed Project implementation. As discussed above, the proposed Project's construction would be expected to generate an increase in ambient noise levels in the proposed Project's vicinity on a temporary basis. This topic will be further evaluated in an EIR.

e. For a project within an airport land use plan or, where such a plan has not been adopted within 2 miles of a public airport or public use airport, would the project expose people residing or working the project area to excessive noise levels?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to expose people residing or working in the proposed Project area to excessive noise levels from a public airport or public use airport.

The Federal Aviation Administration (FAA) requires airports to prepare noise contour maps to assess the effects of aircraft noise to surrounding land uses. These maps can be used as an indicator of potential impacts. The closest airports to the proposed Project are the Hawthorne Municipal Airport (HHR), approximately 1.5 miles to the south, and Los Angeles International Airport (LAX), approximately 2 miles to the west of the proposed Project. HHR noise contours remain confined within the runway of the airports and not within the proposed Project immediate area.[49] In addition, according to the Los Angeles World Airports' Noise Contour Map for the first quarter of 2018, the proposed Project does not fall within any of these noise contours.[50]

Therefore, the proposed Project would not expose people to excessive noise levels associated with airport uses. As such, impacts would be less than significant, and no further study is required.

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

No Impact.

A significant impact would occur if the proposed Project were to expose people residing or working in the Project area to excessive noise levels from a private airstrip.

The proposed Project is not near a private airstrip. Accordingly, the proposed Project would not expose people working or residing in the Project area to excessive noise levels from a private airstrip. Therefore, no impacts would occur.

2.13 Population and Housing

Would the Project:

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

No impact.

A significant impact would occur if any aspect of the proposed Project were to lead to population growth in the Project area, either directly or indirectly.

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49 LA County DRP, Hawthorne Airport: Airport Influence Area (May 13, 2003), http://planning.lacounty.gov/assets/upl/project/aluc_airport-hawthorne.pdf.

50 Los Angeles World Airports, "Quarterly Noise Reports and Contour Maps," https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/quarterly-noise-reports-and-contour-maps.

The proposed Project does not include the development of any new residential or commercial land uses and would therefore not directly introduce population growth from the construction of new homes or businesses. The proposed Project proposes to construct an elevated APM system connecting the future Metro Crenshaw/LAX Line with the Forum, the LASED (including the NFL stadium), and the proposed IBEC. The APM system would lessen automobile trips and mobilize large numbers of persons in a short amount of time. The proposed Project represents an alternative to automobile traffic for access to the venues at the LASED and therefore has no aspects that would contribute to population growth either directly or indirectly.

No impacts would occur, and no further study is required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact.

A significant impact would occur if the proposed Project were to displace substantial numbers of existing housing.

The proposed Project would be constructed entirely within the existing public rights-of-way along City streets except for the MSF and the ITF. These features would be built on sites that are either currently vacant or being used for commercial or industrial purposes. As such, no housing would be displaced because of the proposed Project's implementation, and no impacts would occur. As noted above, portions of the proposed Project would be constructed and operated in areas that are proximate to residential uses. The EIR will address whether the proposed Project may have an indirect effect on these uses as a result of noise or vibration.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact.

A significant impact would occur if implementation of the proposed Project were to result in the displacement of substantial numbers of people.

The proposed Project is an APM system that would be constructed almost entirely within existing public rights-of-way along existing City streets. The potential sites for the MSF and ITF facilities are either vacant or are currently occupied by nonresidential uses. As such, no population displacement would occur due to the proposed Project's implementation and no impacts would occur.

2.14 Public Services

Would the proposed Project:

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

i. Fire protection?

Less than Significant Impact.

The proposed Project would have a significant impact on fire protection if it were to require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. Services include fire suppression; hazardous materials protection; emergency medical treatment, including basic and advanced life support transportation; earthquake and fire safety planning; fire inspections; and building plan reviews.

The City is served by Battalion 20 within Division 6 of LACFD. Battalion 20 operates six stations in total; four of these serve the City (Fire Stations 170, 171, 172, and 173). Fire Station 171 is located approximately 0.25 miles west of the proposed Project at 141 W. Regent Street; Station 172 is approximately 0.7 miles north at 810 Centinela Avenue; Station 173 is approximately 1 mile east at 9001 S. Crenshaw Boulevard; and Station 170 is approximately 1.1 miles southeast at 10701 S. Crenshaw Boulevard. The stations are staffed in three rotating shifts (A, B, and C). A three-platoon schedule is based on 24-hour shifts that start at 8 AM. Standard company staffing is generally a minimum of 25 personnel per shift. An assistant deputy chief oversees each of the three divisions.

Although the proposed Project would help accommodate large numbers of persons attending events at adjacent sports and entertainment venues, these people would likely be in the proposed Project's vicinity due to events at LASED or proposed IBEC. The reduction in vehicle traffic that would directly result from the proposed Project's implementation could potentially reduce the amount of fire services required in the area. Therefore, implementation of the proposed Project would not represent an increase in the need for these services.

Impacts would be less than significant, and no further analysis is required.

ii. Police protection?

Less than Significant Impact.

The proposed Project would have a significant impact on police protection services if it were to require expanded police services in the area as a result of the proposed Project's implementation.

Law enforcement services in the City are provided by the Inglewood Police Department (IPD). IPD operates one police station that houses most of the department's offices, located adjacent to Inglewood City Hall at One Manchester Boulevard. The Office of the Chief of Police, the Patrol Bureau, the Detective Bureau, the Records Division, the Custody Division, and the pistol range are all located at the police station. The Communications Division is located in the basement of the station, known as the Emergency Operations Center. The offices for the Traffic Division, the Training Section, and the Personnel Section are located on the second floor of the City Hall Building. IPD has 186 sworn officers and approximately 92 civilian personnel. The department comprises three major offices: Administrative Services, Criminal Investigative Services, and Patrol Services.

Although the proposed Project would help accommodate large numbers of persons attending events at adjacent sports and entertainment venues associated with LASED and proposed IBEC, these people would likely be in the proposed Project's vicinity regardless of the proposed Project's implementation. The proposed Project would provide an alternative mode of transit for persons attending such events but would not result in greater attendance than would otherwise be expected to occur. Because the proposed Project would divert some attendees who would otherwise travel by private vehicle, the proposed Project will reduce vehicle traffic. The reduction in surface vehicle traffic could potentially reduce the amount of police services required in the area. Therefore, the implementation of the proposed Project would not increase the need for police services.

Impacts would be less than significant, and no further study is required.

iii. Schools?

No Impact.

Significant impacts would occur if the Project were to necessitate the construction or expansion of schools in the proposed Project's area.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for school facilities. Because the proposed Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the

construction or expansion of schools would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

iv. Parks?

No Impact.

Significant impacts would occur if the proposed Project were to result in a need for new or expanded parks facilities.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for parks and recreational facilities. Because the proposed Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of parks or recreational facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

v. Other public services?

No Impact.

Significant impacts would occur if the proposed Project were to result in an increased need in public services other than those described above.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for other public services such as libraries. Because the Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of library facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

2.15 Recreation

Would the proposed Project:

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

No Impact.

Significant impacts would occur if the proposed Project were to result in an increased use of existing recreational facilities such that these facilities would need to be expanded or new ones constructed.

The proposed Project would primarily serve special events at the existing, under-construction, and proposed sports and entertainment venues associated with LASED. As such, most of ridership would use the proposed Project for events at those facilities and would not visit existing neighborhood or regional parks. In addition, weekday commuter ridership on nonevent days would not increase the use of neighborhood and regional parks.

No impacts would occur, and no further evaluation of this topic area is required.

b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact.

Significant impacts would occur if the proposed Project were to include recreational facilities or required the expansion or construction of existing residential facilities.

The proposed Project does not include recreational facilities. Because it will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of recreational facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation of this topic area is required.

2.16 Transportation and Circulation

Would the proposed Project:

a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in conflicts with an adopted plan, ordinance, or policy that establishes measures of effectiveness for the performance of the circulation system.

The proposed Project would not result in a significant net increase in development that could result in an increase in daily and peak-hour traffic within and near the proposed Project. Along the APM alignment, South Prairie Avenue and East Manchester Boulevard are designated as north–south and east–west Major Arterial routes, respectively, and Market Street (North and South) is designated as a north–south Minor Arterial.[51] In addition, construction of the proposed Project has the potential to affect the transportation system through the hauling of excavated materials and debris; the transport of construction equipment; the delivery of construction materials; and travel by construction workers to and from the proposed Project.

As part of the regional transit network, the proposed Project would divert passengers that might otherwise travel by car. Although the proposed Project could reduce vehicle trips in the area because it is an APM project that would be utilized not only for events at LASED and the proposed IBEC, but also for regular workdays, its impacts with regard to existing transportation plans will be further evaluated in an EIR.

51 City of Inglewood, *General Plan*, "Circulation Element" (1992), 17.

b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to conflict with an applicable congestion management program.

Within Los Angeles County, Metro administers the Congestion Management Program (CMP), a state-mandated program designed to address local and regional impacts of urban congestion. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project.

The CMP for Los Angeles County, including the City of Inglewood, requires an analysis of any project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the AM or PM weekday peak hours.

Implementation of the proposed Project would serve to reduce vehicle trips in the area because the proposed system would be an alternative to private vehicles both for workday commuters as well as those attending events at LASED. However, due to a potential increase at CMP-covered intersections, potentially associated with the ITF specifically, impacts are potentially significant and will be further evaluated in an EIR.

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

No Impact.

A significant impact could occur if the proposed Project were to result in the need for a change in existing air traffic patterns.

The proposed Project is not subject to the Los Angeles County Airport Land Use Plan, which was adopted in December 1991 and revised in December 2004. LAX is located more than 2 miles southwest of the proposed Project, and Hawthorne Municipal Airport is located approximately 2.75 miles southeast of the proposed Project.

Because the proposed Project does not have components that would potentially affect air traffic patterns, no impacts would occur, and no further study is required.

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

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to substantially increase hazards due to certain design features or incompatible uses.

The roadways adjacent to the proposed Project are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the proposed Project would serve to decrease vehicle trips in the area because it represents an alternative transportation option both for workday trips and special events at LASED and the proposed IBEC.

Given that the proposed Project will be implemented within the rights-of-way of existing City streets, its use as a mode of transportation is compatible with current uses in the proposed Project area. However, supporting infrastructure associated with the proposed Project, such as columns supporting the APM, have the potential to interfere with line of sight on existing roads within the APM alignment. Therefore, impacts are potentially significant and will be further evaluated in an EIR.

e. Result in inadequate emergency access?

Potentially Significant Impact.

Significant impacts could occur if the proposed Project's implementation were to result in inadequate emergency access in the proposed Project area.

Due to the proposed Project being a linear feature located largely within public rights-of-way, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the APM alignment. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of traffic flow of the affected roadway. The proposed Project would also generate construction traffic, particularly by haul trucks, that may affect the capacity of adjacent streets and highways. These changes could impact emergency access. Therefore, impacts related to emergency access are potentially significant, and this topic will be further evaluated in an EIR.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact.

A significant impact would occur if a project were to conflict with adopted polices or involve modification of existing alternative transportation facilities located on or off site.

Relevant policies that apply to the City of Inglewood include an Active Transportation Plan that is part of the Imagine Inglewood[52] effort and the SCAG 2016 RTP/SCS.

Construction of the proposed Project would likely involve temporary closure of portions of public rights-of-way, including both automobile travel lanes shared by bicycles and pedestrian sidewalks. Additionally, the proposed Project is served by a variety of public transit options and alternative transportation facilities that are located adjacent to or near the proposed Project, including several Metro Local and Rapid bus lines.

As such, public transportation may be affected as a result of construction associated with the proposed Project, including with the plans identified above. Although the transit nature of the proposed Project represents an expansion of public transportation infrastructure, a consistency analysis with existing policies will be conducted. Therefore, impacts related to alternative transportation facilities would be potentially significant, and this topic will be evaluated further in an EIR.

2.17 Tribal Cultural Resources

Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to disturb historic resources that presently exist within the area of the proposed Project.

As discussed above under **Section 2.5: Cultural Resources,** Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

52 City of Inglewood, *Imagine Inglewood*, http://www.imagineinglewood.com/.

The construction associated with the proposed Project has the potential to affect previously undiscovered historic resources. Because the entirety of the proposed Project is largely disturbed and previously developed, the risk that historic resources of tribal significance as described above would be encountered is considered very low. In addition, the California Native American Heritage Commission (NAHC) was contacted to ascertain if any known historic sites of Native American significance were known to exist in the proposed Project's area; no sites of significance are known to the NAHC (see response below). Therefore, impacts would be less than significant, and no further study is required.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (d) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact.

PaleoWest Archaeology (see **Appendix B**) contacted the NAHC for a review of the Sacred Lands File on June 15, 2018, to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the proposed Project area. The NAHC indicated that the SLF did not yield any results on potential tribes that may be affected. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources. As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project.

In accordance with AB 52, tribal outreach and consultation will be completed as part of the environmental review process. Should any Tribes request consultation, the City will contact these Tribes to determine if they have any tribal cultural resources (TCRs) that may be impacted.

No known TCRs are present on or surrounding the site. However, should the proposed Project uncover any undiscovered TCRs during construction, construction activities would immediately cease, and the NAHC and the appropriate Tribe would be contacted. Therefore, potential impacts would be less than significant, and no further evaluation is required.

2.18 Utilities and Service Systems

The discussion provided herein is based on information provided by Pacifica Services, Inc in their evaluation of potential utility impacts (see **Appendix I: Utility Technical Memorandum**).

Would the proposed Project:

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

Less than Significant Impact.

A significant impact would occur if a project were to exceed wastewater treatment requirements of the applicable RWQCB.

Currently, wastewater from the proposed Project's location is conveyed via municipal sewage infrastructure maintained by the City and the Los Angeles Bureau of Sanitation to the Joint Water Pollution Control Plant (JWPCP) (advanced primary with partial secondary treatment), a public facility subject to the RWQCB requirements. Though the Project would generate more wastewater than is currently generated on the proposed Project, pollutant loads would be typical of urban wastewater already processed by the JWPCP. As such, impacts would be less than significant, and no further evaluation is required.

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

Less than Significant Impact.

A significant impact would occur if a project were to increase water consumption or wastewater generation to such a degree that the capacity of the existing facilities would be exceeded.

Water is provided to the proposed Project via WBMWD as well as City-owned wells. Wastewater generated by the proposed Project would be treated at the JWPCP.

Development of the proposed Project would not significantly increase the demand for water and wastewater treatment services within the City because it is an APM project. The APM is an electrified system; the operation of the train itself would not require significant water resources because none of its constituent components is water dependent. In addition, activities at the MSF and ITF sites would not require additional water demands such that existing facilities would need expansion or new facilities constructed. The routine maintenance and storage of parts of the APM apparatus at the MSF would not require significant amounts of water. Activities that would take place at the MSF includes service activities to the APM cars, vehicle storage, loading platforms, and a paint booth. Although water and wastewater lines may need to be relocated, no aspect of the construction or operation of the proposed Project would require new or expanded water or wastewater treatment facilities.

Impacts would be less than significant, and no further study is required.

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

Potentially Significant Impact.

A significant impact would occur if surface water runoff were to exceed the capacity of existing or planned storm drain systems serving the proposed Project, or if the proposed Project were to substantially increase the sources of polluted runoff.

The proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the APM system elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

Potential utility constraints include an existing 36-inch (West Basin Water District) recycled water line identified at the Market/Manchester Alignment street centerline and several utilities within 15 feet of the alignment along Prairie Avenue. In addition, a 60-inch City of Los Angeles Department of Water and Power (LADWP) main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Non-gravity flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. Utilities tie-ins and crossings are present along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace; in these areas, guideway columns on this alignment will be sited and engineered to avoid relocation of gravity flow utilities including sewer and storm drains. The APM system along the Market/Manchester alignment will be designed so that utilities are avoided wherever possible, including significant utilities beneath Prairie Avenue. Although some minor utility relocation may be necessary, there appears to be sufficient room for such relocation, such that the presence of existing utilities does not appear pose a major impediment. However, further evaluation may be required.

The proposed Project does not have features that would result in the creation of structures or systems that would significantly increase stormwater discharges in the proposed Project area. The APM, associated stations, and MSF and ITF facilities are all proposed for previously developed land on impervious surfaces. In addition, as detailed previously under **Section 2.9 Hydrology and Water Quality,** if storm drain upgrades are required to address increases in peak-flow or runoff volumes, these will be made as part of the proposed Project's drainage design. The Construction General Permit SWPPP for the proposed Project would require BMPs that would preclude any additional sources of polluted runoff during both construction and operations.

Because construction of the proposed Project may necessitate excavation in areas with existing stormwater drainage infrastructure, potential significant impacts that may result from the need to relocate stormwater drainage and other utilities will be further evaluated in an EIR.

d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new and expanded entitlements needed?

Less than Significant Impact.

A significant impact could occur if a project were to increase water consumption to such a degree that new water sources would need to be identified.

Water supply to the City of Inglewood is provided through WBMWD and the West Coast Groundwater Basin via City wells.[53] The City's UWMP concludes that Inglewood has sufficient existing water supplies so that a non-water-intensive project, such as the one proposed, would not result in a strain on existing water supplies. Because water supplies in the proposed Project area are more than sufficient, impacts would be less than significant, and no further study is required.

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

Less than Significant Impact.

The Project would have a significant wastewater impact if (a) the proposed Project were to cause a measurable increase in wastewater flows to a point where and a time when a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the proposed Project's additional wastewater flows were to substantially or incrementally exceed the future scheduled capacity

53 City of Inglewood, *Final Draft 2015 Urban Water Management Plan*, https://www.cityofinglewood.org/DocumentCenter/View/1061/2015-Urban-Water-Mangement-Plan-PDF?bidId=.

of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

As detailed above, the proposed Project is an APM system consisting of an APM that would not require a significant amount of water for either its construction or operation. Maintenance activities would be limited to repairs typical of vehicle repair, and no water-intensive activities would take place at the MSF site. Therefore, impacts would be less than significant, and no further study is required.

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

Less than Significant Impact.

A significant impact would occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Solid waste services in the City are provided by Consolidated Disposal Service (CDS); trash collected in the City is taken to CDS's American Waste Transfer Station in the City of Gardena, where it is sorted; residual garbage is taken to the Consolidated Volume Transport Disposal and Recycling Center (CVT) in the City of Anaheim, and recycling and green waste is taken to CDS's Compton Transfer Station in the City of Compton.[54] Solid waste generated in the City is ultimately disposed of at various landfill facilities located throughout Los Angeles County.

The proposed Project would generate additional solid waste from construction debris, activities, and site preparation, as well as during operation of the proposed Project. Solid waste generated during construction and operation of the proposed Project would have to be separated and recycled. As described in Los Angeles County's most recent landfill disposal capacity report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.[55] The proposed Project would not drastically change the amount of solid waste disposal projected by the County due to the fact that the operations phase would generate minimal waste. Impacts would be less than significant, and no further study is required.

54 City of Inglewood, "Waste Collection FAQs," accessed June 2018, https://www.cityofinglewood.org/FAQ.aspx?TID=30.

55 County of Los Angeles, *Remaining Disposal Capacity Report,* https://dpw.lacounty.gov/epd/swims/reports/pages/swims-rpt39.aspx

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

Less than Significant Impact.

A significant impact would occur if a project were to generate solid waste that was not disposed of in accordance with applicable regulations.

Assembly Bill (AB) 939 requires every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting.[56] In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. Further, AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.[57]

The proposed Project would generate solid waste during both construction and operation that is typical of the development of a mechanical transportation system and industrial uses. This includes typical construction waste such as wood, concrete, and asphalt, as well as operational waste such as that collected from passengers and employees.

The proposed Project would fully comply with all federal, State, and local statutes and regulations regarding proper disposal. Impacts would therefore be less than significant, and no further evaluation is required.

2.19 Energy Resources

Would the proposed Project:

a. Cause wasteful, inefficient, and unnecessary use of energy?

Less than Significant Impact.

Construction

Construction of the proposed Project would consume energy in the form of electricity, and transportation-related fuels through use of construction equipment, transport of construction materials, temporary lighting, and energy-consuming processes.

56 CalRecycle, "Assembly Bill 939," accessed June 2018, http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm.

57 CalRecycle, "Ordinances, Resolutions, and Policies," accessed June 2018, http://www.calrecycle.ca.gov/LGCentral/Library/LocalDocs/Policy.htm.

Project construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site; construction worker travel to and from the Project site; and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). The amount of energy that would be consumed by these uses would not be considered excessive and would be similar to that consumed for other large construction projects.

Electricity consumption that would be required during construction would be limited and temporary, and would cease upon the completion of construction. Construction of the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of the proposed Project. Therefore, construction-related impacts to electricity supply and infrastructure would be less than significant and no further study is required.

Construction activities, including the expansion of existing buildings, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support proposed Project construction activities; thus, there would be no demand generated by construction. Construction of the proposed Project would not result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new natural gas facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant and no further study is required.

The proposed Project would be required to coordinate infrastructure removals or relocations with local utility providers and comply with site-specific requirements set forth by the utility providers, which would ensure that service disruptions and potential impacts associated with construction, as well as development within utility easements, are minimized. In addition, prior to ground disturbance, construction contractors for the proposed Project would notify and coordinate with utility providers to identify the locations and depth of existing utility lines to avoid disruption of service to other properties.

Construction vehicles traveling to and from the proposed Project would result in on-road gasoline-related energy consumption. Construction of the proposed Project would require the export of debris from the proposed Project site and staging areas. Construction worker travel to and from the Project site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. Given that the construction period is expected to be limited to a short time frame and would be temporary, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical for projects of this size and would not necessitate additional energy facilities or distribution infrastructure.

Compliance with State and regional air quality regulations and established construction standards that limit vehicle idling and promote the use of alternative fuels would minimize the unnecessary consumption of energy during construction. Construction energy consumption is short term and relatively minor compared to long-term regional energy use.

Construction of the proposed Project would not result in an increase in demand for petroleum that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new petroleum facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, construction-related impacts to petroleum supply and infrastructure would be less than significant and no further study is required.

Operation

During operation of the proposed Project, energy would be consumed for multiple purposes, including but not limited to, heating, ventilating and air conditioning; lighting; and the use of electronics, equipment and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. The proposed Project's operating components would utilize electrical energy for the operation of the APM, as well as aspects of related Project support features, such as the MSF, ITFs, and the stations. Electricity is provided to the Project area by Southern California Edison (SCE). SCE provides roughly 90 billion kilowatts of electricity to more than 15 million people in Southern California.[58] Given the relative minor energy consumption of the electrically powered APM system, impacts would be less than significant, and no further study is required.

In addition, the APM system would include equipment to guide the movement of trains between stations; emergency walkways and lighting; communications systems; a command and control system; a public information system; and security systems to monitor activity at station platforms, along the guideway, and at the APM MSF. Traction power substations would be constructed to provide continuous power supply for system operation. Depending on load requirements, two to three traction power substations may be required. The traction power substations would be connected to existing power trunk lines and would be up to 3,000 square feet in size. Locations for the traction substations would be adjacent to other

58 Southern California Edison, "About Us: Who We Are," accessed July 2018, https://www.sce.com/wps/portal/home/about-us/who-we-are/!ut/p/b1/lVPLbsIwEPyVXnI0XrCdR29BRRCqtkKAILkgO3FCWohDMND262sQUotUEvDBsq2d0czsGkd4jqOC7_OM61wVfHW8R_ai7fb9QTCGoD-hDIJuxyH9bkAmPWYKQlMAV5YPJ7zXh95g-HbEjwgEZASvY98nADae4QhHcaFLvcThNpaLWBVaFnohCwvOZwu4UDv9sNtacFgqdJCIV_IILOM8waGTJhQoEJTaQiLqOm3EWeyZLWHclq5IUvcstEZJjdEnSs_4moKGoE5GG6JqCmuIo2ylxKkvoV8I4mY4qmQqK1m1dpV5Xmpdbh8tMEEdDq1MqWwlW7FaW_AfZKm2Gs8vK3FojDpXjT4zPP5NnseEeTEXqONIG1GRAOKmCciTrkdlwiiHtImwczfh8IZe5e-bTeSb0TqO0Kdx2Thb9TonbfpX500jV084JXcTDm_4jfcbv_hU5Xq6dslXjj7SF80EK_ffk3Q9Q1y4QNgq-wHf5g_Q/dl4/d5/L2dBISEvZ0FBIS9nQSEh/.

proposed components of the ITC system and existing electrical trunk lines. Because the proposed Project would provide these traction power substations, there would be no impact on existing electrical substations and their ability to provide power to surrounding areas.

With modern, energy-efficient construction materials and operating equipment, the proposed Project would comply with applicable Title 24 regulations and applicable City regulations and policies. While impacts to regional energy resources are expected to be less than significant, the California Green Building Code imposes energy conservation measures for all new projects to further reduce energy demands with new buildings. Implementation of the California Green Building Code measures would meet or exceed the Title 24 energy efficiency regulations and further reduce demand for electricity.

Accordingly, operation of the proposed Project would not result in significant impacts with regard to electricity use and consumption, including the wasteful, inefficient, and unnecessary consumption of electricity. Further, the proposed Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Based on the above, operational impacts to electricity supply and infrastructure would be less than significant, and no further study is required.

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project site. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers. The Project site is close to numerous bus routes and the Metro Crenshaw/LAX Line light rail stations.

On-road vehicular transportation sources from the subarea of Los Angeles County within the SCAQMD consumed 3.89 billion gallons of gasoline and 0.66 billion gallons of diesel fuel in 2016. The net increase of the proposed Project's operational gasoline consumption would be minimal in terms of Countywide gasoline and diesel consumption.

Based on the above, operation of the proposed Project would not result in significant impacts with regard to petroleum use and consumption, including the wasteful, inefficient, and unnecessary consumption of petroleum. Further, the proposed Project would not result in an increase in demand for petroleum that exceeds available supply or distribution infrastructure capabilities that could result in construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant effects. As such, operational impacts associated with petroleum supply and infrastructure would be less than significant, and no further study is required.

b. Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

As discussed above, the proposed Project area's electricity needs are provided by SCE. Natural gas service is provided by Southern California Gas Company. Because the proposed Project and its associated components would not require substantial increases in electrical or natural gas energy resources, impacts would be less than significant. No further study is required.

2.20 Mandatory Findings of Significance

Would the Project:

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

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in degradation of the environment; serve to substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of rare or endangered plants or animals; or eliminate important examples of the major periods of California history or prehistory.

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. It is made up of paved and active streets with various landscaping. The existing level of development on the site and in the surrounding area is not compatible with supporting wildlife and natural plant communities. No native vegetation exists on the site, although street trees are present along the alignment (see **Appendix A**). However, any street trees removed as a result of Project implementation will be replaced per the requirements of the IMC and described above under **Section 2.4: Biological Resources.**

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the proposed Project's location.[59] The proposed Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, as discussed above under **Section 2.5: Cultural Resources,** the proposed Project does have the potential to affect historic resources in portions of the proposed Project's location of vicinity. As a result, impacts under this topic area are potentially significant and will be further evaluated in an EIR.

b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in individually limited but cumulatively considerable impacts. Independent, isolated impacts of the proposed Project may be considered cumulatively significant if they are greater when considered with impacts of related projects in the Project vicinity.

The proposed Project is an APM system that would largely serve to reduce transportation-related impacts in the area. However, as detailed in the sections above, several topic areas have potentially significant impacts. Because of this, the proposed Project's related impacts have the potential to be cumulatively considerable. Therefore, this topic will be further evaluated in an EIR.

c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to cause environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Although the proposed Project could result in potentially significant impacts regarding several topic areas to be addressed in an EIR, the fact that the proposed Project is an APM system that would serve to reduce vehicle congestion and emissions and would be built almost exclusively on existing paved surfaces in a highly urbanized area would indicate that substantial adverse effects on human beings would not occur.

59 CDFW, "NCCP Plan Summaries."

However, construction activities could create impacts to sensitive populations due to air quality issues, including dust, as well as noise issues. Therefore, impacts are considered to be potentially significant, and this topic will be further addressed in an EIR.

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APPENDIX A

Tree Inventory Memorandum

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MEMORANDUM

Date: June 11, 2018

To: Project File — Meridian Project No. 208-001-18

From: Marina Barton, Staff Planner/Biologist

Subject: Inglewood Transit Connector Project Tree Inventory

On June 5, 2018, at 7:30 AM, Meridian Consultants staff planner/biologist Marina Barton and staff planner Dillan Murray performed a tree survey of the Project Site. The Project Site consists of paved and active streets throughout the City of Inglewood surrounded by urban development and various landscaping. The Project Site starts at the cross section of West Florence Avenue and North Market Street, follows North Market Street south, goes onto East Manchester Blvd east, and then follows South Prairie Avenue south, ending at the cross section of South Prairie Avenue and Century Boulevard, as shown on **Figure 1: Project Location Map**. The Project Site is a paved active street with various landscaping.

This tree report was prepared in conjunction with Chapter 12: Planning and Zoning, Article 32: Tree Preservation of the City of Inglewood Municipal Code, which is applicable to all types of existing industrial, commercial, residential-medical, and multifamily development, as well as to new development, underdeveloped properties, or undeveloped properties.[1] Maintenance and removal of street trees is managed by the City's Parks, Recreation and Library Services. Section 12-113: Protected Trees defines the following trees as being protected trees when located on properties to which this article applies:[2]

A. Trees having a minimum trunk diameter of 8 inches measured 54 inches aboveground. When measuring a multitrunk tree, the diameters of the largest three trunks shall be added together.
B. Street trees or other required trees, such as those required as a condition of approval, Use Permit, or other zoning requirement, regardless of size.
C. All memorial trees dedicated by an entity recognized by the City, and all specimen trees that define a neighborhood or community.
D. Trees of the following species that have reached a minimum of 4 inches diameter trunk size:

1 Inglewood Municipal Code, *Chapter 12 Planning and Zoning*, "Article 32 Tree Preservation, Section 12-116 Permits Required," accessed June 2018, https://www.qcode.us/codes/inglewood/.
2 Inglewood Municipal Code, *Chapter 12 Planning and Zoning*, "Article 32 Tree Preservation, Section 12-111 Application of Article."

1. Big leaf maple, *Acer macrophyllum*
2. California buckeye, *Aesculus californica*
3. Madrone, *Arbutus menziesii*
4. Western dogwood, *Cornus nuttallii*
5. California sycamore, *Platanus racemosa*
6. Coast live oak, *Quercus agrifolia*
7. Canyon live oak, *Quercus chrysolepis*
8. Blue oak, *Quercus douglassii*
9. Oregon white oak, *Quercus garryana*
10. California black oak, *Quercus kelloggii*
11. Valley oak, *Quercus lobate*
12. Interior live oak, *Quercus wislizenii*
13. California bay, *Umbellularia californica*

E. A tree or trees of any size planted as a replacement for a protected tree.

Section 12-118: Criteria for Evaluating Applications also contains criteria that will be used when evaluating protected tree removal requests. Section 12-116: Permits Required states that all protected trees that are removed or disfigured shall require replacement with like-size, like-kind trees or equal-value trees, as determined by the City's Master Plan or the Parks, Recreation and Library Services Department.

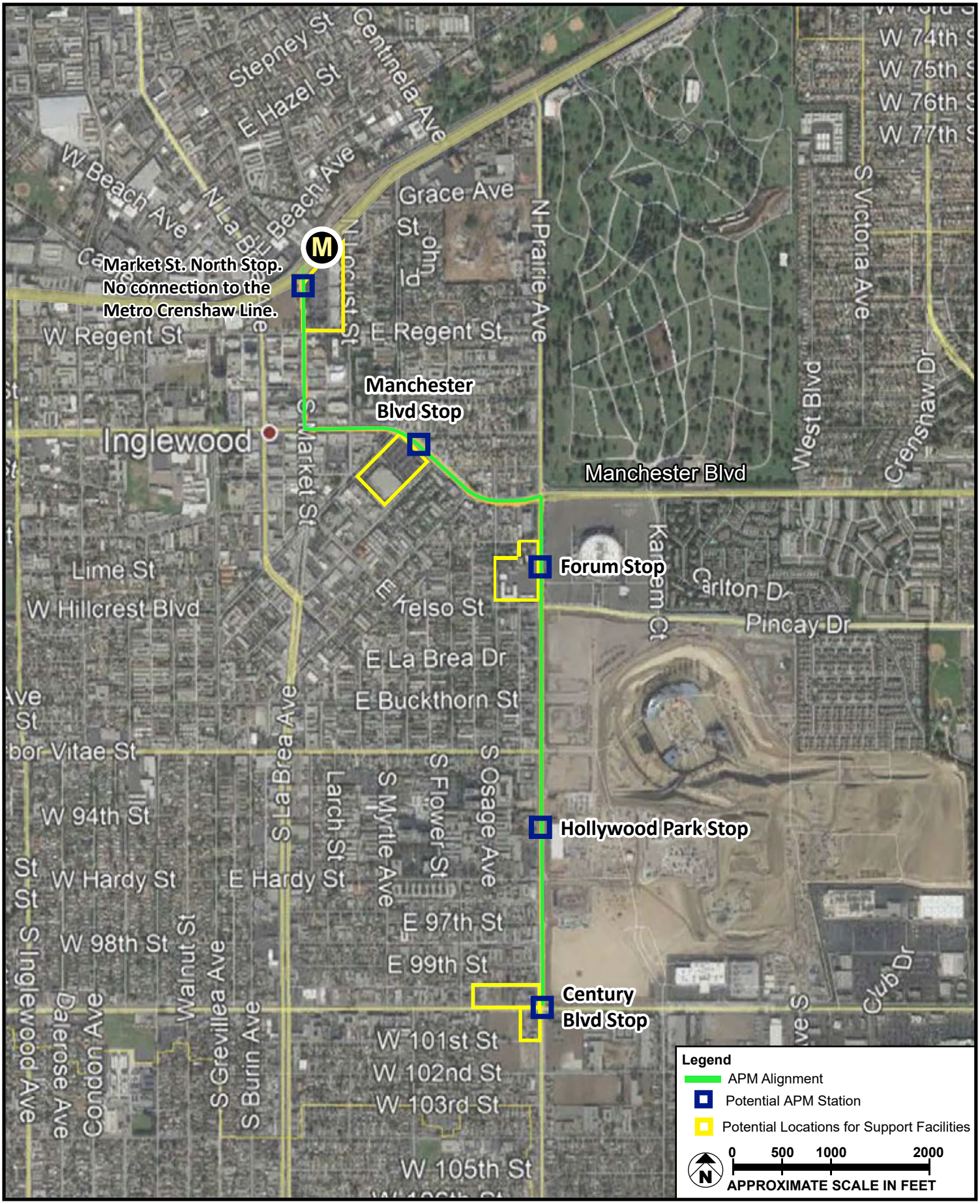
A total of 354 trees were inventoried along the streets that make up the Project Site. A list of the trees identified within the Project Site is available in **Attachment 1: Tree Inventory**. Captioned photographs of each tree are available in **Attachment 2: Tree Photographs.** Of the 354 trees, 230 are considered protected trees under Section 12-113, as shown in **Table 1: Tree Inventory Summary**. Only 55 of the trees identified are native to California; of those, 38 qualify as protected. Due to the objectives of the Project, trees located within the public right-of-way have a greater potential to be affected by construction or removed. Of the trees identified, 255 are located within the public right-of-way.

Table 1
Tree Inventory Summary

Category	Total
Trees inventoried	354
Trees that qualify as protected	230
Native trees	55
Right-of-way trees	255

Source: ***Attachment 1.***

When the plans for the Project are finalized, this report and its attachments can be used to determine the number of protected trees within the Project Site that would require permits from the City of Inglewood to be removed.



SOURCE: Google Earth - 2018; Meridian Consultants LLC - 2018

FIGURE **1**

Project Location Map

208-001-18

ATTACHMENT 1

Tree Inventory

Attachment 1: Tree Inventory

Tree #	Common Name	Scientific Name	CA Native Tree	Diameter *	Right-of-Way Tree	Other
1	Unknown Ornamental			Less	No	Behind fence on Florence Ave
2	Tree tobacco	*Nicotiana glauca*	No	Less	No	Behind fence on Florence Ave
3	Tree tobacco	*Nicotiana glauca*	No	Less	No	Behind fence on Florence Ave
4	Tree tobacco	*Nicotiana glauca*	No	Less	No	Behind fence on Florence Ave
5	Oleander	*Nerium oleander*	No	Less	No	Behind fence on Florence Ave
6	Tree tobacco	*Nicotiana glauca*	No	Less	No	Behind fence on Florence Ave
7	Oleander	*Nerium oleander*	No	Less	No	Behind fence on Florence Ave
8	Oleander	*Nerium oleander*	No	Less	No	Behind fence on Florence Ave
9	Oleander	*Nerium oleander*	No	Less	No	Behind fence on Florence Ave
10	Oleander	*Nerium oleander*	No	Less	No	Behind fence on Florence Ave
11	Oleander	*Nerium oleander*	No	Less	No	Behind fence on Florence Ave
12	Unknown Ornamental			Less	No	Behind fence on Florence Ave
13	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	In median on Florence Ave
14	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	In median at intersection of Florence & Market St
15	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
16	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
17	Fan palm	*Washingtonia sp.*	Yes	Less	Yes	Young palm growing next to #18
18	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
19	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
20	Unknown 2			More	No	Along outer side of sidewalk
21	Unknown 2			More	No	Along outer side of sidewalk
22	Unknown 2			More	No	Along outer side of sidewalk
23	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
24	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
25	Unknown 2			More	No	Along outer side of sidewalk
26	Indian laurel fig	*Ficus microcarpa*	No	Less	Yes	
27	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	
28	Unknown 2			More	No	Along outer side of sidewalk
29	Indian laurel fig	*Ficus microcarpa*	No	More	Yes	In median at intersection of Market & Regent St
30	Pygmy date palm	*Phoenix roebelenii*	No	Less	Yes	

31	Australian Willow	*Geijera parviflora*	No	Less	Yes	
32	Australian Willow	*Geijera parviflora*	No	Less	Yes	
33	Australian Willow	*Geijera parviflora*	No	More	Yes	
34	Australian Willow	*Geijera parviflora*	No	More	Yes	
35	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
36	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
37	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
38	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
39	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
40	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
41	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
42	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
43	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
44	Australian Willow	*Geijera parviflora*	No	More	Yes	
45	Australian Willow	*Geijera parviflora*	No	More	Yes	
46	Australian Willow	*Geijera parviflora*	No	More	Yes	
47	Carrot wood	*Cupaniopsis anacardioides*	No	Less	No	
48	Carrot wood	*Cupaniopsis anacardioides*	No	Less	No	
49	Carrot wood	*Cupaniopsis anacardioides*	No	Less	No	
50	Carrot wood	*Cupaniopsis anacardioides*	No	Less	No	
51	Australian Willow	*Geijera parviflora*	No	Less	Yes	
52	Australian Willow	*Geijera parviflora*	No	Less	Yes	
53	Australian Willow	*Geijera parviflora*	No	Less	Yes	
54	Jacaranda	*Jacaranda mimosifolia*	No	More	Yes	In median on Market St
55	Jacaranda	*Jacaranda mimosifolia*	No	More	Yes	In median on Market St
56	Jacaranda	*Jacaranda mimosifolia*	No	More	Yes	In median on Market St
57	Jacaranda	*Jacaranda mimosifolia*	No	More	Yes	In median on Market St
58	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes	In median on Market St
59	Australian Willow	*Geijera parviflora*	No	More	Yes	
60	Australian Willow	*Geijera parviflora*	No	Less	Yes	
61	Australian Willow	*Geijera parviflora*	No	More	Yes	
62	Jacaranda	*Jacaranda mimosifolia*	No	More	Yes	
63	Jacaranda	*Jacaranda mimosifolia*	No	More	Yes	southwest corner of Market St and Manchester Blvd

64	California Bay	*Umbellularia californica*	Yes	Less	Yes
65	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
66	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
67	California Bay	*Umbellularia californica*	Yes	Less	Yes
68	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
69	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
70	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
71	California Bay	*Umbellularia californica*	Yes	Less	Yes
72	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
73	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
74	California Bay	*Umbellularia californica*	Yes	Less	Yes
75	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
76	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
77	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
78	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
79	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
80	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
81	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
82	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
83	Indian laurel fig	*Ficus microcarpa*	No	More	No
84	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
85	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
86	Pine	*Pinus sp.*		More	Yes
87	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
88	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
89	Mexican fan palm	*Washingtonia robusta*	No	More	No
90	Mexican fan palm	*Washingtonia robusta*	No	More	No
91	California sycamore	*Platanus racemosa*	Yes	More	No
92	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
93	California sycamore	*Platanus racemosa*	Yes	More	No
94	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
95	California sycamore	*Platanus racemosa*	Yes	More	No
96	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
97	California sycamore	*Platanus racemosa*	Yes	More	No

98	California sycamore	*Platanus racemosa*	Yes	More	No
99	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
100	California sycamore	*Platanus racemosa*	Yes	More	No
101	California sycamore	*Platanus racemosa*	Yes	More	No
102	Mexican fan palm	*Washingtonia robusta*	No	More	No
103	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
104	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
105	Mexican fan palm	*Washingtonia robusta*	No	More	No
106	Mexican fan palm	*Washingtonia robusta*	No	More	No
107	Mexican fan palm	*Washingtonia robusta*	No	More	No
108	California sycamore	*Platanus racemosa*	Yes	More	No
109	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
110	California sycamore	*Platanus racemosa*	Yes	More	No
111	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
112	California sycamore	*Platanus racemosa*	Yes	More	No
113	California sycamore	*Platanus racemosa*	Yes	More	No
114	California sycamore	*Platanus racemosa*	Yes	More	No
115	California sycamore	*Platanus racemosa*	Yes	More	No
116	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
117	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
118	Mexican fan palm	*Washingtonia robusta*	No	More	No
119	Mexican fan palm	*Washingtonia robusta*	No	More	No
120	Mexican fan palm	*Washingtonia robusta*	No	More	No
121	Queen palm	*Syagrus romanzoffiana*	No	More	No
122	Queen palm	*Syagrus romanzoffiana*	No	More	No
123	California Bay	*Umbellularia californica*	Yes	Less	Yes
124	Queen palm	*Syagrus romanzoffiana*	No	More	No
125	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
126	Queen palm	*Syagrus romanzoffiana*	No	More	No
127	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
128	Queen palm	*Syagrus romanzoffiana*	No	More	No
129	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
130	Queen palm	*Syagrus romanzoffiana*	No	More	No
131	California Bay	*Umbellularia californica*	Yes	Less	Yes

132	Queen palm	*Syagrus romanzoffiana*	No	More	No
133	Queen palm	*Syagrus romanzoffiana*	No	More	No
134	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
135	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
136	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
137	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes
138	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
139	California Bay	*Umbellularia californica*	Yes	Less	Yes
140	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
141	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
142	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
143	California Bay	*Umbellularia californica*	Yes	Less	Yes
144	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
145	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
146	Jacaranda	*Jacaranda mimosifolia*	No	More	No
147	Jacaranda	*Jacaranda mimosifolia*	No	More	No
148	Pine	*Pinus sp.*		More	No
149	Pine	*Pinus sp.*		More	No
150	Pine	*Pinus sp.*		More	No
151	Pine	*Pinus sp.*		More	No
152	Pine	*Pinus sp.*		More	No
153	Pine	*Pinus sp.*		More	No
154	Jacaranda	*Jacaranda mimosifolia*	No	More	No
155	Jacaranda	*Jacaranda mimosifolia*	No	More	No
156	Jacaranda	*Jacaranda mimosifolia*	No	More	No
157	Pine	*Pinus sp.*		More	No
158	Pine	*Pinus sp.*		More	No
159	Jacaranda	*Jacaranda mimosifolia*	No	More	No
160	Jacaranda	*Jacaranda mimosifolia*	No	More	No
161	Jacaranda	*Jacaranda mimosifolia*	No	More	No
162	Pine	*Pinus sp.*		More	No
163	Pine	*Pinus sp.*		More	No
164	Jacaranda	*Jacaranda mimosifolia*	No	More	No
165	Jacaranda	*Jacaranda mimosifolia*	No	More	No

166	Jacaranda	*Jacaranda mimosifolia*	No	More	No	
167	Pine	*Pinus sp.*		More	No	
168	Purple-leaf plum	*Prunus cersaifera*	No	Less	No	
169	Unknown Ornamental			Less	No	
170	California fan palm	*Washingtonia filifera*	Yes	More	No	
171	Mexican fan palm	*Washingtonia robusta*	No	More	No	
172	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
173	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
174	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
175	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
176	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
177	Bigleaf maple	*Acer macrophyllum*	Yes	Less	Yes	In median on Prairie St
178	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
179	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
180	Bigleaf maple	*Acer macrophyllum*	Yes	Less	Yes	In median on Prairie St
181	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
182	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
183	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
184	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
185	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
186	Camphor tree	*Cinnamomum camphora*	No	Less	No	
187	California fan palm	*Washingtonia filifera*	Yes	More	No	
188	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
189	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
190	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
191	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
192	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
193	Bigleaf maple	*Acer macrophyllum*	Yes	Less	Yes	In median on Prairie St
194	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
195	California fan palm	*Washingtonia filifera*	Yes	More	Yes	
196	Camphor tree	*Cinnamomum camphora*	No	Less	Yes	
197	Camphor tree	*Cinnamomum camphora*	No	Less	Yes	
198	Mexican fan palm	*Washingtonia robusta*	No	Less	Yes	
199	California fan palm	*Washingtonia filifera*	Yes	More	No	

200	Carrot wood	*Cupaniopsis anacardioides*	No	Less	No
201	Carrot wood	*Cupaniopsis anacardioides*	No	Less	No
202	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
203	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
204	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
205	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
206	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
207	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
208	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
209	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
210	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
211	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
212	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
213	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
214	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
215	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
216	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
217	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
218	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
219	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
220	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
221	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
222	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
223	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
224	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
225	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
226	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
227	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
228	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
229	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
230	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
231	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
232	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
233	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes

234	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
235	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
236	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
237	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
238	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
239	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
240	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
241	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
242	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
243	Mexican fan palm	*Washingtonia robusta*	No	More	Yes	
244	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
245	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
246	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
247	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
248	Bigleaf maple	*Acer macrophyllum*	Yes	More	Yes	In median on Prairie St
249	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
250	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
251	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
252	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
253	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
254	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
255	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
256	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
257	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
258	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
259	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
260	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
261	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
262	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
263	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
264	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
265	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
266	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	
267	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes	

268	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
269	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
270	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
271	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
272	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
273	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
274	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
275	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
276	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
277	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
278	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
279	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
280	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
281	Brazilian pepper tree	*Schinus terebinthifolius*	No	Less	Yes
282	Indian laurel fig	*Ficus microcarpa*	No	More	No
283	Indian laurel fig	*Ficus microcarpa*	No	More	No
284	Pindo palm	*Butia capitata*	No	More	No
285	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
286	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
287	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
288	California Bay	*Umbellularia californica*	Yes	Less	Yes
289	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
290	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
291	California Bay	*Umbellularia californica*	Yes	Less	Yes
292	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
293	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
294	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
295	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
296	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
297	California Bay	*Umbellularia californica*	Yes	Less	Yes
298	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
299	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
300	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
301	Mexican fan palm	*Washingtonia robusta*	No	More	Yes

302	California Bay	*Umbellularia californica*	Yes	Less	Yes
303	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
304	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
305	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
306	California Bay	*Umbellularia californica*	Yes	Less	Yes
307	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
308	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
309	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
310	California Bay	*Umbellularia californica*	Yes	Less	Yes
311	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
312	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
313	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
314	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
315	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
316	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
317	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
318	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
319	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
320	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
321	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
322	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
323	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
324	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
325	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
326	Mexican fan palm	*Washingtonia robusta*	No	More	Yes
327	Jacaranda	*Jacaranda mimosifolia*	No	Less	Yes
328	Australian Willow	*Geijera parviflora*	No	More	Yes
329	Australian Willow	*Geijera parviflora*	No	More	Yes
330	Australian Willow	*Geijera parviflora*	No	More	Yes
331	Australian Willow	*Geijera parviflora*	No	More	Yes
332	Australian Willow	*Geijera parviflora*	No	More	Yes
333	Australian Willow	*Geijera parviflora*	No	More	Yes
334	Brush Cherry	*Syzgium australe*	No	Less	Yes
335	Australian Willow	*Geijera parviflora*	No	More	Yes

336	Australian Willow	*Geijera parviflora*	No	More	Yes
337	Australian Willow	*Geijera parviflora*	No	More	Yes
338	Australian Willow	*Geijera parviflora*	No	More	Yes
339	Australian Willow	*Geijera parviflora*	No	More	Yes
340	Australian Willow	*Geijera parviflora*	No	More	Yes
341	Australian Willow	*Geijera parviflora*	No	More	Yes
342	Indian laurel fig	*Ficus microcarpa*	No	More	No
343	Indian laurel fig	*Ficus microcarpa*	No	More	No
344	Unknown 2			More	No
345	Unknown 2			More	No
346	Unknown 2			More	No
347	Unknown 2			More	No
348	Unknown 2			More	No
349	Indian laurel fig	*Ficus microcarpa*	No	More	No
350	Indian laurel fig	*Ficus microcarpa*	No	More	No
351	Unknown 2			More	No
352	Unknown 2			More	No
353	Unknown 2			More	No
354	Unknown 2			More	No

* More or less than diameter specified in Section 12-113 that qualifies the tree as Protected

ATTACHMENT 2

Tree Photographs



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FIGURE **1**

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FIGURE **2**

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FIGURE **3**

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FIGURE **4**

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FIGURE **5**

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FIGURE **6**

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FIGURE **7**

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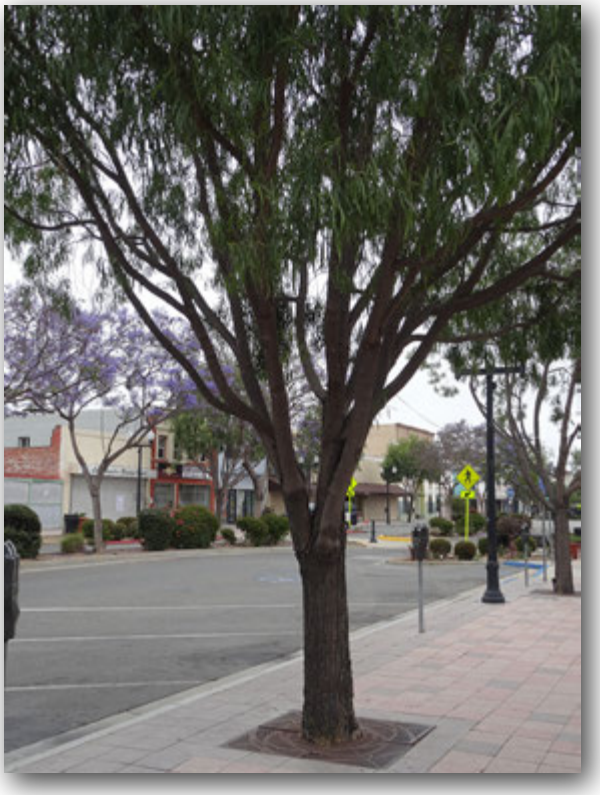
SOURCE: Meridian Consultants LLC - 2018

FIGURE **8**

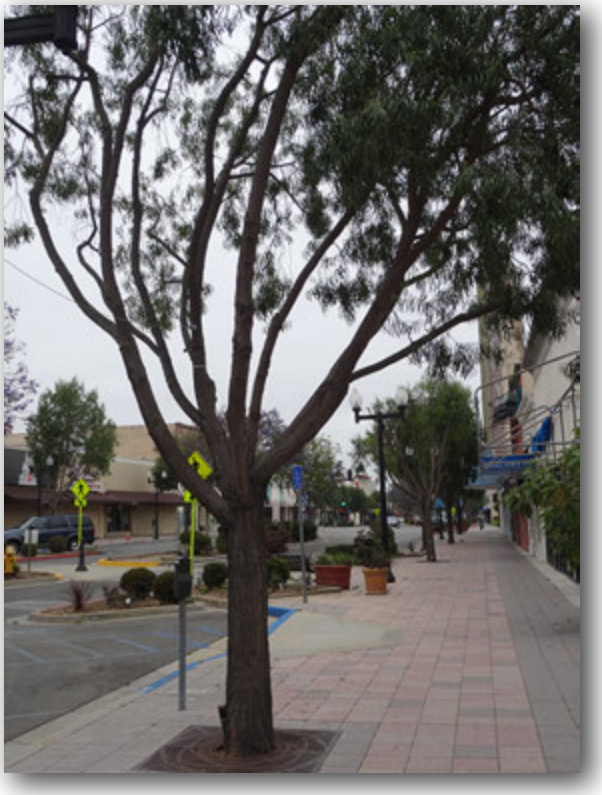
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FIGURE **9**

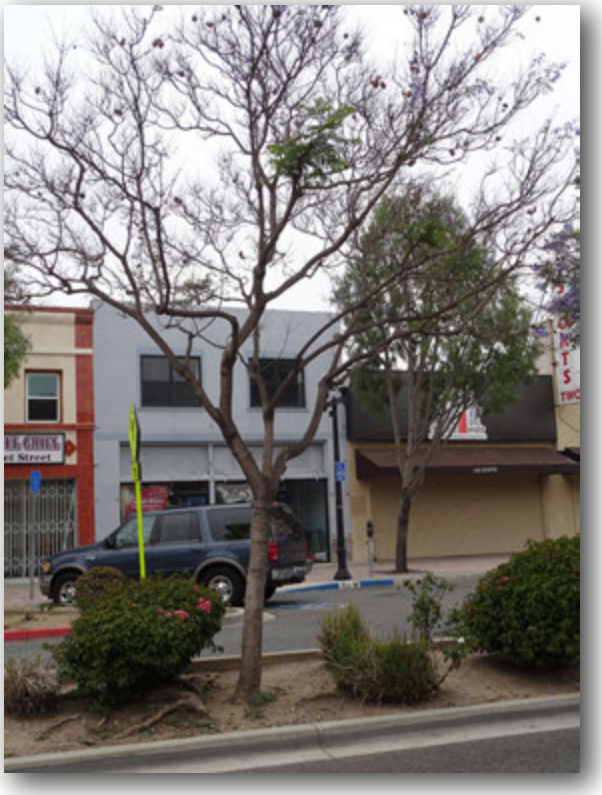
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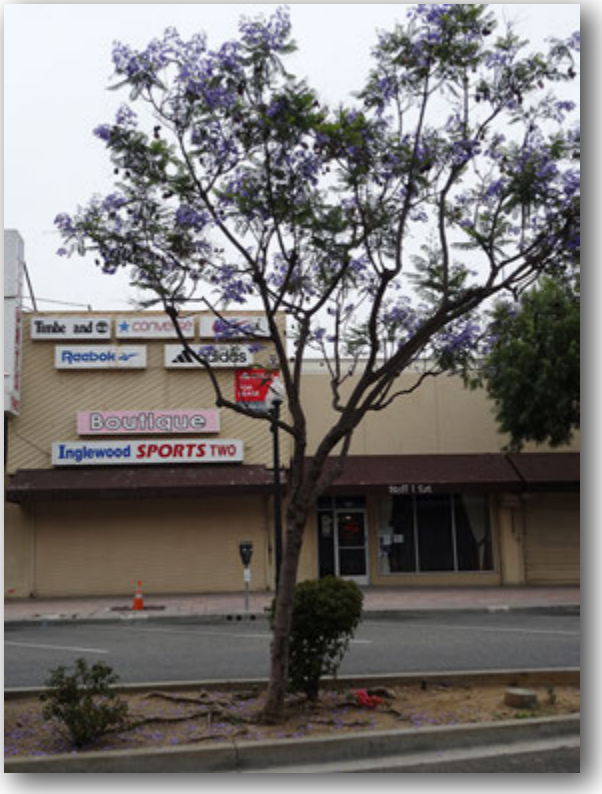
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FIGURE **10**

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FIGURE **11**

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FIGURE **12**

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FIGURE **13**

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FIGURE **14**

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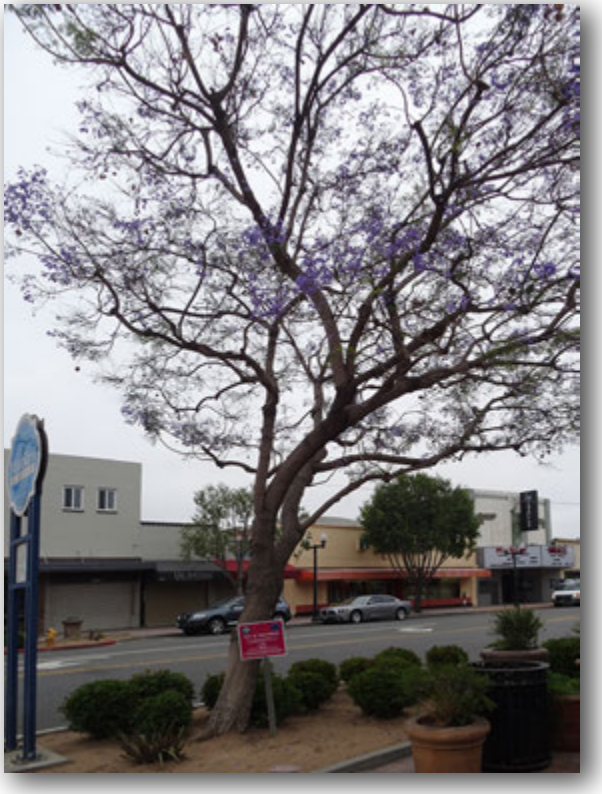
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FIGURE **15**

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FIGURE **16**

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FIGURE **17**

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FIGURE **18**

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FIGURE **19**

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FIGURE **20**

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FIGURE **21**

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FIGURE **22**

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FIGURE **23**

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FIGURE **24**

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FIGURE **25**

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FIGURE **26**

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Attachment 2

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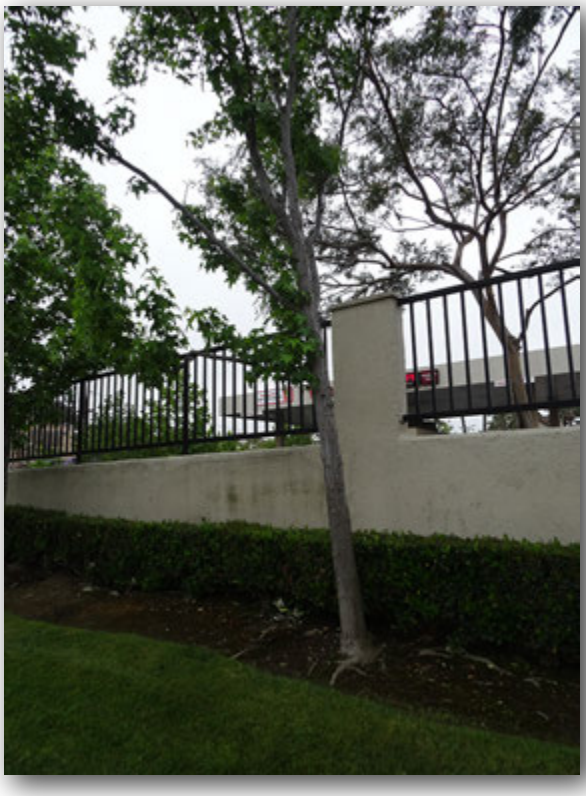
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FIGURE **27**

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FIGURE **28**

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FIGURE **29**

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FIGURE **30**

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FIGURE **31**

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FIGURE **32**

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FIGURE **33**

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FIGURE **34**

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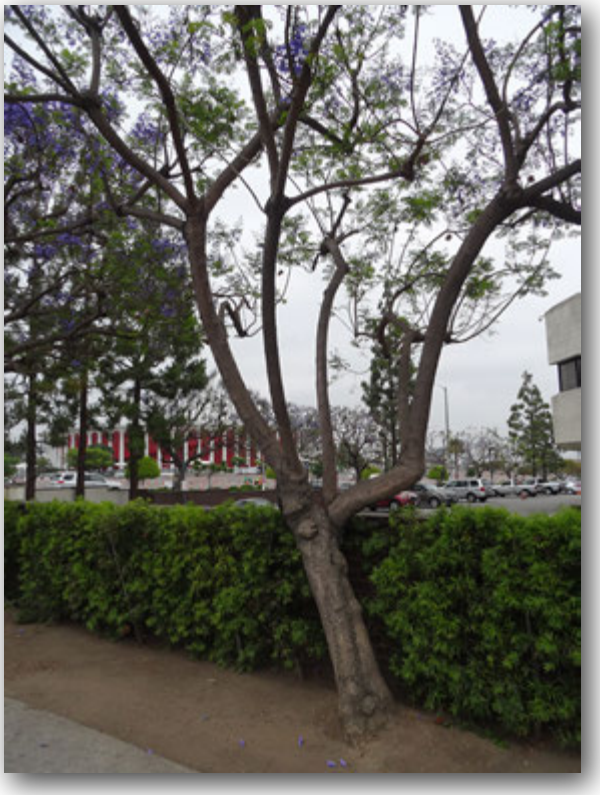
SOURCE: Meridian Consultants LLC - 2018

FIGURE **35**

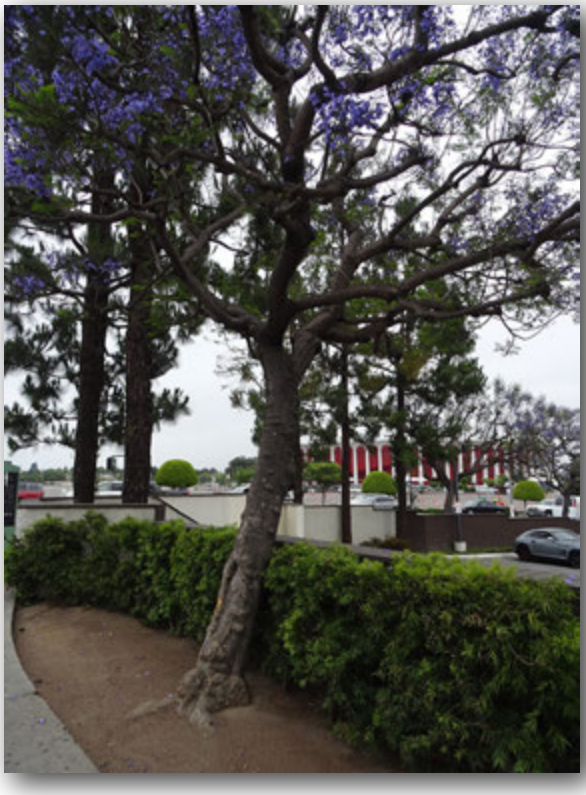
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FIGURE **36**

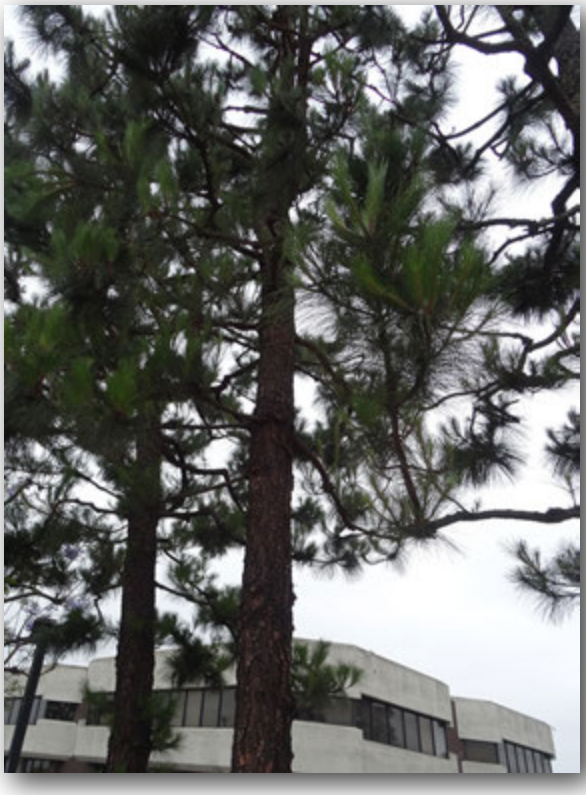
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FIGURE **37**

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157 and 158



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FIGURE **38**

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FIGURE **39**

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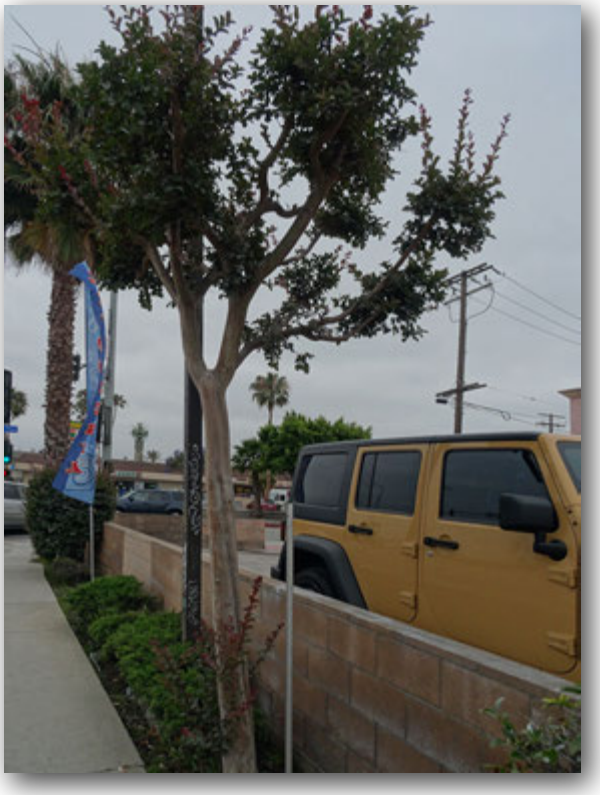
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FIGURE **40**

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FIGURE **41**

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FIGURE **42**

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FIGURE **43**

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FIGURE **44**

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FIGURE **45**

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FIGURE **46**

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202 & 203



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FIGURE **47**

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Attachment 2

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FIGURE **48**

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211 & 212



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214 & 215



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FIGURE **49**

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FIGURE **50**

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FIGURE **51**

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FIGURE **52**

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FIGURE **53**

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FIGURE **54**

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245 to 248



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FIGURE **55**

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FIGURE **56**

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FIGURE **57**

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FIGURE **58**

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FIGURE **59**

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FIGURE **60**

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FIGURE **61**

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FIGURE **62**

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FIGURE **63**

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FIGURE **64**

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FIGURE **65**

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FIGURE **66**

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FIGURE **67**

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FIGURE **68**

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FIGURE **69**

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FIGURE **70**

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FIGURE **71**

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FIGURE **72**

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FIGURE **73**

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FIGURE **74**

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Attachment 2

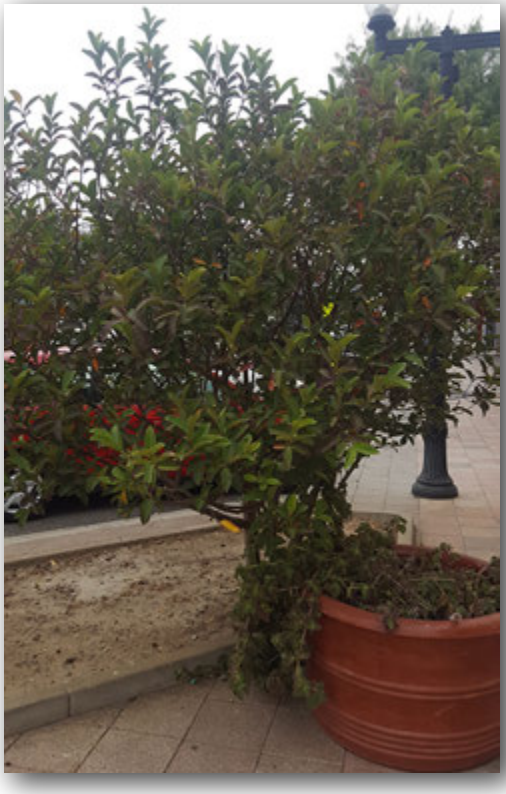
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FIGURE **75**

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FIGURE **76**

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FIGURE **77**

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FIGURE **78**

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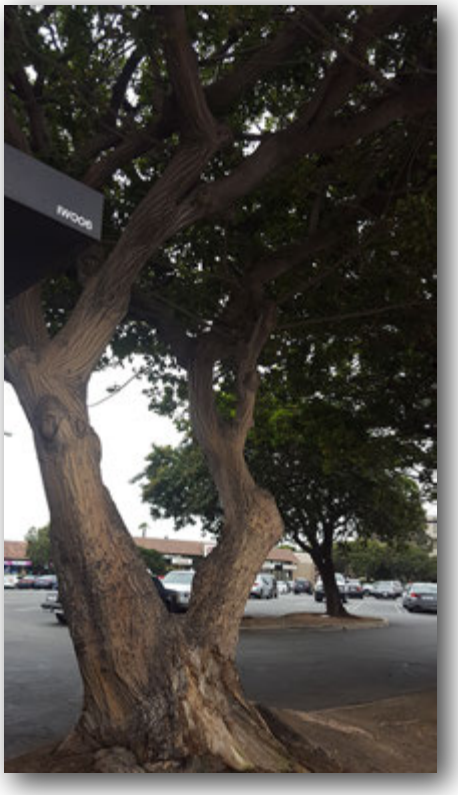
SOURCE: Meridian Consultants LLC - 2018

FIGURE **79**

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FIGURE **80**

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APPENDIX B

Preliminary Historic Resources Investigation Memorandum

To: Meridian Consultants, LLC

From: Paul Travis, AICP; Kari Fowler

Date: June 21, 2018

Summary of Findings

Historic Resources Group (HRG) has completed a preliminary investigation of the proposed project site for the Inglewood Transit Connector Project (the Project) area to understand the potential for impacts to historic resources resulting from the Project.

A small number of designated historic resources and resources identified as historic through previous investigation are extant in locations adjacent to the proposed alignment of the Project. Further study may yield additional properties eligible for historic designation within or in the immediate vicinity of the Project site.

As discussed below, the proposed Project does have the potential to result in *indirect* impacts to previously identified historic resources. Pending further analysis to determine if historic resources not previously identified are present, the Project also has limited potential to result in *direct* impacts to historic resources.

Proposed Project

The proposed Project will construct an elevated Automated People Mover (APM) along an aerial alignment that runs approximately one quarter of a mile along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue. The alignment continues for approximately one mile south of Manchester Boulevard along Prairie to Century Boulevard, providing service to Downtown Inglewood, the Forum, the Hollywood Park Development/NFL Stadium, and the Basketball and Entertainment Center. The Project will also include a Maintenance and Storage Facility (MSF) and two Intermodal Transit Facilities (ITFs) adjacent to the APM alignment.

Identified Historic Resources

Appendix A contains a list of properties that have been previously identified as historic resources or potential historic resources through historic designation, past historic resources surveys, environmental review, or other efforts. Two properties located adjacent to the APM alignment have been listed in the National Register of Historic Places. These are the Forum at 3900 W. Manchester Boulevard, and the former Fox Theater at 115 N. Market Street in Downtown Inglewood. Seven additional properties were also previously identified.

All of these properties are situated along the proposed Market/Manchester alignment. No previously identified historic resources were discovered on any of the proposed MSF/ITF sites. Additional potential historic resources may be identified as a result of the environmental review process for the proposed Project, either along the alignment or on the proposed MSF/ITF sites. Conversely, some previously identified properties may have since been altered such that they are found to be no longer eligible for historic listing.

Discussion of Potential Impacts

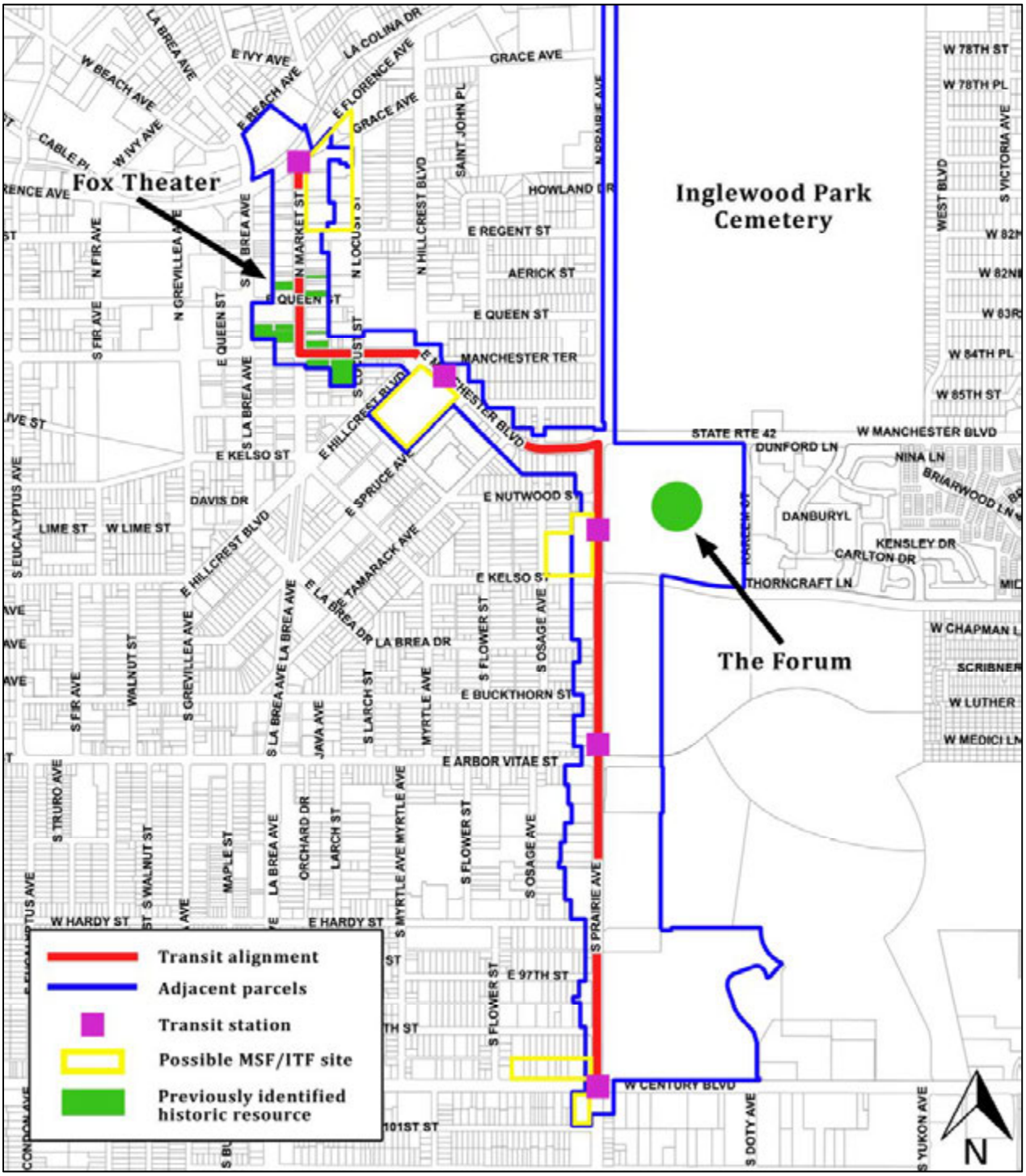
As currently described, the guideway, support structure and stations for the APM will be contained within the public right-of-way and their construction is not anticipated to require the demolition or alteration any existing buildings or structures immediately adjacent or in the near vicinity of the project. Because these elements will be contained within the public right-of-way, it is not anticipated that their construction will result in any direct impacts to historic resources. Construction of the APM guideway, support structure and stations does, however, have the potential for indirect impacts to identified historic resources located immediately adjacent to the proposed alignment.

The Project will also include a MSF and two ITFs; five locations along the proposed alignment are being considered as locations for these facilities. Construction of the MSF and ITFs may require demolition of existing improvements at those locations. Pending further analysis to determine if any historic resources are located on the considered locations, construction of the MSF and ITFs has the potential to result in direct impacts to previously unidentified historic resources.

ADDRESS	APN	DATE	PROPERTY NAME	PREVIOUS EVALUATION	EVALUTION SOURCE
302 E Manchester Bl/ 200-204 S Market St	4021013019	1941	Cox Menswear	Appears eligible for National Register listing under Criterion C "because it embodies the distinctive characteristics of the Streamline Moderne style." Status code 3S.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
330 E Manchester Bl	4021013018	1948	Bank of America (former)	Appears eligible for National Register listing under Criterion C as a "very good example of the PWA Moderne within the city of Inglewood." Status code 3S.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
3900 W Manchester Bl	4025001002	1967	The Forum	Listed in the National Register (2014). Status code 1S.	National Register of Historic Places Digital Archive.
100 N Market St	4021007024	1927	Bank of Inglewood (former)	Appears eligible for National Register listing under Criterion C as an "excellent example of a Mediterranean Revival style bank building within the city of Inglewood." Status code 3S.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
115 N Market St	4021008006	1948-1949	Fox Theater (former)	Listed in the National Register (2013). Status code 1S. Previously evaluated as appearing eligible for NR listing under Criterion C as a "very good example of a Late Moderne style movie theater within the city of Inglewood."	National Register of Historic Places Digital Archive; *Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).

ADDRESS	APN	DATE	PROPERTY NAME	PREVIOUS EVALUATION	EVALUTION SOURCE
124-126 N Market St	4021007017	1920		Eligible for local listing. Status code 5S1.[1]	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
125 S Market St	4021009027	1938		Eligible for local listing. Status code 5S1.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
132 S Market St	4021010013	1925		Eligible for local listing. Status code 5S1.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
139 S Market St	4021009031	1954	J.C. Penney (former)	Eligible for local listing. Status code 5S1.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).
150 S Market St	4021010015	1927/ 1940	People's Federal Building & Loan Association (former)	Eligible for local listing based upon its "altered appearance." Status code 5S1.	*Inglewood Downtown District Main Street Project Area, Historic Design Guidelines* (Bricker, et al, 2000).

[1] Note that Inglewood's downtown survey was completed prior to the revision of the California Historical Resources Status Codes. These codes were updated and their definitions revised in August 2003.



MEMORANDUM

Inglewood Transit Connector NOP/Initial Study

HISTORIC RESOURCES GROUP

APPENDIX C

Biological Survey Memorandum

Meridian Consultants
920 Hampshire Road, Suite A-5
Westlake Village, California 91631
(805) 367-5720

MEMORANDUM

Date: May 24, 2018

To: Project File — Meridian Project No. 208-001-18

From: Marina Barton, Staff Planner/Biologist

Subject: Inglewood Transit Connector Project Biological Survey

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On May 23, 2018, at 9:30 AM, Meridian Consultants staff planner/biologist Marina Barton performed a biological survey of the Project Site to determine if any sensitive species were present. Field notes of the visit are attached to this memorandum (see **Attachment 1: Field Notes**).

The Project Site consists of paved and active streets throughout the City of Inglewood surrounded by urban development and various landscaping. The Project Site starts at the cross section of West Florence Avenue and North Market Street; follows North Market Street south; goes onto East Manchester Blvd in an easterly direction, and then follows South Prairie Avenue southward, ending at the cross section of South Prairie Avenue and East Arbor Vitae Street, as shown on **Figure 1: Project Location Map**.

Prior to the field survey, a search of the California Natural Diversity Database (CNDDB)[1] was conducted to identify any recorded species observations and/or sightings in the greater Project Area, as shown in **Figure 2: CNDDB Quadrant Map**. As shown on **Figure 2**, the Project Site is located within the northwestern corner of the Inglewood quadrant and is surrounded by eight other quadrants (South Gate, Los Angeles, Hollywood, Beverly Hills, Venice, Redondo Beach, Torrance, and Long Beach).

A total of 440 species were identified on the CNNDB output list (see **Attachment 2: CNDDB Nine-Quadrant Species List**). Most of the sensitive species listed in quadrants adjacent to the Project Site only occur in specific habitats that do not occur within the Inglewood quadrant, such as the Santa Monica Mountains to the northwest and the coastal regions to the west. The Project Site is also completely developed and paved, with no natural plant communities. None of the species listed in the CNDDB nine-quadrant survey were found within or surrounding the Project Site.

1 California Department of Fish and Wildlife, *California Natural Diversity Database,* "Maps and Data," accessed April 2018, https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data.

The Project Site is located within the northwestern corner of the Inglewood quadrant and has a total of 29 species as listed in **Table 1: CNDDB Inglewood Quadrant Species List**. Five species listed on the CNNDB have been observed within the Project Site: crotch bumble bee (*Bombus crotchii*), pocketed free-tailed bat (*Nyctinomops femorosaccus*), southern tarplant (*Centromadia parryi ssp. australis*), spreading navarretia (*Navarretia fossalis*), and prostrate vernal pool navarretia (*Navarretia prostrata*). The only species with a recorded sighting is the spreading navarretia; that sighting occurred in 1906. Most of the species listed in **Table 1** were recorded in the southern half of the quadrant, approximately 2 to 5 miles away from the Project Site. The most recent of these observations were recorded in 1980, with the earliest as long ago as 1895.

Table 1
CNDDB Inglewood Quadrant Species List

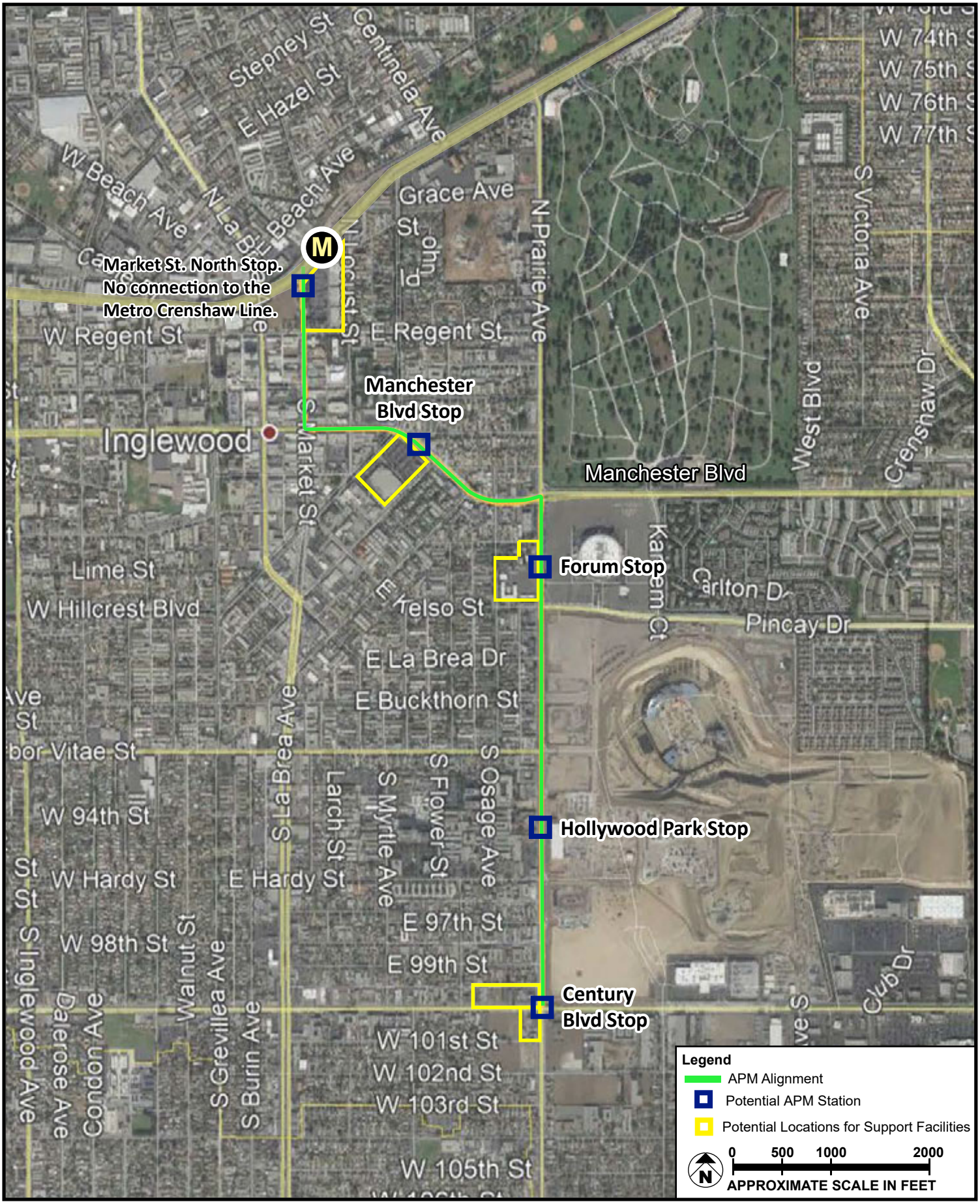
Scientific Name	Common Name	Distance to Project Site (miles)
Spea hammondii	Western spadefoot	Unprocessed
Nycticorax	Black-crowned night heron	Unprocessed
Ammodramus savannarum	Grasshopper sparrow	Unprocessed
Spizella breweri	Brewer's sparrow	Unprocessed
Agelaius tricolor	Tricolored blackbird	3.06 SE
Setophaga petechia	Yellow warbler	Unprocessed
Athene cunicularia	Burrowing owl	4.19 NE
Polioptila californica	Coastal California gnatcatcher	2.01 NW
Empidonax traillii extimus	Southwestern willow flycatcher	4.19 NE
Vireo bellii pusillus	Least Bell's vireo	4.59 NE
Bombus crotchii	Crotch bumble bee	On site
Eumops perotis californicus	Western mastiff bat	1.89 SE
Nyctinomops femorosaccus	Pocketed free-tailed bat	On site
Microtus californicus stephensi	South coast marsh vole	2.01 NW
Taxidea taxus	American badger	4.19 NE
Lasionycteris noctivagans	Silver-haired bat	Unprocessed
Anniella stebbinsi	Southern California legless lizard	Unprocessed
Phrynosoma blainvillii	Coast horned lizard	5.70 S
Eryngium aristulatum var. parishii	San Diego button-celery	2.12 SW
Centromadia parryi ssp. australis	Southern tarplant	On site
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	0.77 NE

Scientific Name	Common Name	Distance to Project Site (miles)
Atriplex coulteri	Coulter's saltbush	4.44 SE
Astragalus tener var. titi	Coastal dunes milk-vetch	0.77 NE
Sidalcea neomexicana	Salt spring checkerbloom	3.07 NW
Camissoniopsis lewisii	Lewis's evening-primrose	Unprocessed
Hordeum intercedens	Vernal barley	Unprocessed
Orcuttia californica	California Orcutt grass	3.69 SW
Navarretia fossalis	Spreading navarretia	On site
Navarretia prostrata	Prostrate vernal pool navarretia	On site

*Source: California Natural Diversity Database (CNDDB); see **Attachment 2** to this memorandum.*
Notes: NE = Northeast; S = South; SE = Southeast; SW = Southwest; Unprocessed = Data for species has not been uploaded to CNDDB for mapping—cannot determine distance.

The survey of the Project Site was done by walking through the areas with landscaping to observe the plant species. Ms. Barton also visually searched on and adjacent to the Project Site for nesting birds, reptiles, plants, and other sensitive species (see **Attachment 1**).

During the field survey conducted on May 23, 2018, no active bird nests or listed species were observed on or within a half-mile of the Project Site.

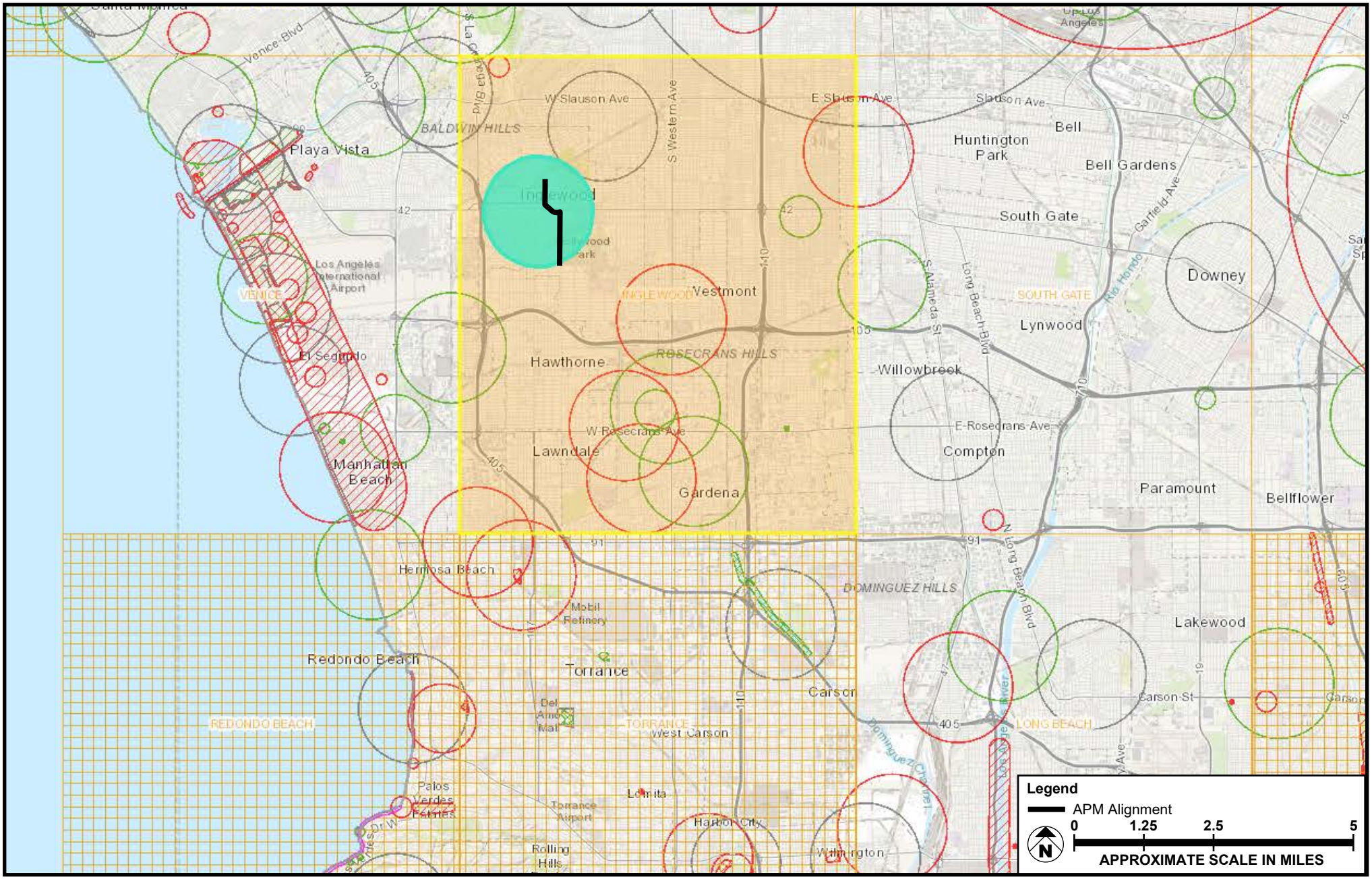


SOURCE: Google Earth - 2018; Meridian Consultants LLC - 2018

FIGURE **1**

Project Location Map

208-001-18



SOURCE: California Department of Fish and Wildlife, Meridian Consultants LLC - 2018

FIGURE **2**

CNDDB Quadrant Map

208-001-18

ATTACHMENT 1

Field Notes

INGLEWOOD TRANSIT CONNECTOR PROJECT
DAILY FIELD RECORD

Project and Task Number: 208-001-18	Date: 05/01/18
Project Name: Inglewood Transit Connector Project	Field Activity: bio monitoring
Location: Inglewood, CA	Weather: overcast, low 60s

PERSONNEL: Name	Company	Time In	Time Out
Marina Barton	Meridian Consultants	09:30	10:15

PERSONAL SAFETY CHECKLIST

	Steel-toed Boots		Hard Hat		Safety Vest
	Rubber Gloves		Safety Goggles		

TIME	DESCRIPTION OF WORK PERFORMED
09:30	Arrive in Inglewood
	Drove through and walked sections of Market St, Manchester Blvd, and Prairie Ave
	- Market St, in the downtown area, has landscaping on both sides and in the
	median, no protected species
	- Manchester has small trees planted along both sides of the street, palm trees
	and an unknown species, most likely less than 8 in. diameter
	- Tall old trees planted at the cross roads of Manchester and Hillcrest Blvd, around
	the Vons shopping center, including palm trees, eucalyptus, and pine
	- Where Tamarack Ave meets Manchester there is a lot of vegetation on the far
	far side of the street, almost a hedge, no protected species
	- At cross roads of Manchester and Prairie there are tall grey pines.
	- Few trees planted along Prairie on the edge of the Forums parking lot, no
	protected species, palm trees and ornamental species
	- No trees along Prairie where the stadium construction is
	No native or protected species listed in the municipal code were identified.
10:15	Leave Inglewood

ATTACHMENT 2

CNDDB Nine Quadrant Species List

CNDDB Nine Quadrant Species List

Element_Type	Scientific_Name	Common_Name	Element_Code	Federal_Status	State_Status	CDFW_Status	CA_Rare_Plant_Rank	Quad_Code	Quad_Name	Data_Status
Animals - Amphibians	Rana draytonii	California red-legged frog	AAABH01022	Threatened	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Amphibians	Taricha torosa	Coast Range newt	AAAAF02032	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Arachnids	Socalchemmis gertschi	Gertsch's socalchemmis spider	ILARAU7010	None	None	-	-	3411814	Beverly Hills	Mapped
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3411814	Beverly Hills	Mapped
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Piranga rubra	summer tanager	ABPBX45030	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Gymnogyps californianus	California condor	ABNKA03010	Endangered	Endangered	FP	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Charadrius alexandrinus nivosus	western snowy plover	ABNNB03031	Threatened	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	ABPBX91091	None	None	WL	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Spinus lawrencei	Lawrence's goldfinch	ABPBY06100	None	None	-	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Grus canadensis canadensis	lesser sandhill crane	ABNMK01011	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-	3411814	Beverly Hills	Mapped and Unprocessed
Animals - Birds	Selasphorus rufus	rufous hummingbird	ABNUC51020	None	None	-	-	3411814	Beverly Hills	Unprocessed
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-	3411814	Beverly Hills	Mapped
Animals - Fish	Eucyclogobius newberryi	tidewater goby	AFCQN04010	Endangered	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-	3411814	Beverly Hills	Mapped
Animals - Insects	Cicindela hirticollis gravida	sandy beach tiger beetle	IICOL02101	None	None	-	-	3411814	Beverly Hills	Mapped
Animals - Insects	Carolella busckana	Busck's gallmoth	IILEM2X090	None	None	-	-	3411814	Beverly Hills	Mapped
Animals - Insects	Danaus plexippus pop. 1	monarch - California overwintering population	IILEPP2012	None	None	-	-	3411814	Beverly Hills	Mapped and Unprocessed
Animals - Insects	Coelus globosus	globose dune beetle	IICOL4A010	None	None	-	-	3411814	Beverly Hills	Mapped
Animals - Mammals	Eumops perotis californicus	western mastiff bat	AMACD02011	None	None	SSC	-	3411814	Beverly Hills	Mapped
Animals - Mammals	Microtus californicus stephensi	south coast marsh vole	AMAFF11035	None	None	SSC	-	3411814	Beverly Hills	Mapped
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Mammals	Antrozous pallidus	pallid bat	AMACC10010	None	None	SSC	-	3411814	Beverly Hills	Mapped and Unprocessed
Animals - Mammals	Lasionycteris noctivagans	silver-haired bat	AMACC02010	None	None	-	-	3411814	Beverly Hills	Mapped and Unprocessed
Animals - Mammals	Lasiurus cinereus	hoary bat	AMACC05030	None	None	-	-	3411814	Beverly Hills	Mapped
Animals - Mollusks	Gonidea angulata	western ridged mussel	IMBIV19010	None	None	-	-	3411814	Beverly Hills	Unprocessed
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-	3411814	Beverly Hills	Mapped
Animals - Reptiles	Thamnophis sirtalis ssp.	south coast gartersnake	ARADB3613F	None	None	SSC	-	3411814	Beverly Hills	Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-	3411814	Beverly Hills	Mapped
Animals - Reptiles	Aspidoscelis tigris stejnegeri	coastal whiptail	ARACJ02143	None	None	SSC	-	3411814	Beverly Hills	Mapped
Community - Terrestrial	California Walnut Woodland	California Walnut Woodland	CTT71210CA	None	None	-	-	3411814	Beverly Hills	Mapped
Community - Terrestrial	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	-	-	3411814	Beverly Hills	Mapped
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	PDAST5L0A1	None	None	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Symphyotrichum greatae	Greata's aster	PDASTE80U0	None	None	-	1B.3	3411814	Beverly Hills	Mapped
Plants - Vascular	Dithyrea maritima	beach spectaclepod	PDBRA10020	None	Threatened	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Atriplex coulteri	Coulter's saltbush	PDCHE040E0	None	None	-	1B.2	3411814	Beverly Hills	Mapped
Plants - Vascular	Atriplex pacifica	south coast saltscale	PDCHE041C0	None	None	-	1B.2	3411814	Beverly Hills	Mapped
Plants - Vascular	Atriplex parishii	Parish's brittlescale	PDCHE041D0	None	None	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Astragalus brauntonii	Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Astragalus pycnostachyus var. lanosissimus	Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Astragalus tener var. titi	coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Quercus dumosa	Nuttall's scrub oak	PDFAG050D0	None	None	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Juglans californica	southern California black walnut	PDJUG02020	None	None	-	4.2	3411814	Beverly Hills	Unprocessed
Plants - Vascular	Calochortus catalinae	Catalina mariposa-lily	PMLIL0D080	None	None	-	4.2	3411814	Beverly Hills	Unprocessed
Plants - Vascular	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	None	None	-	4.2	3411814	Beverly Hills	Mapped
Plants - Vascular	Sidalcea neomexicana	salt spring checkerbloom	PDMAL110J0	None	None	-	2B.2	3411814	Beverly Hills	Mapped
Plants - Vascular	Nama stenocarpa	mud nama	PDHYD0A0H0	None	None	-	2B.2	3411814	Beverly Hills	Mapped
Plants - Vascular	Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	-	1B.2	3411814	Beverly Hills	Mapped
Plants - Vascular	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	None	None	-	1B.1	3411814	Beverly Hills	Mapped
Plants - Vascular	Galium cliftonsmithii	Santa Barbara bedstraw	PDRUB0N0J0	None	None	-	4.3	3411814	Beverly Hills	Unprocessed
Animals - Amphibians	Rana draytonii	California red-legged frog	AAABH01022	Threatened	None	SSC	-	3411813	Hollywood	Unprocessed
Animals - Amphibians	Taricha torosa	Coast Range newt	AAAAF02032	None	None	SSC	-	3411813	Hollywood	Unprocessed
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3411813	Hollywood	Unprocessed
Animals - Birds	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	ABPBX91091	None	None	WL	-	3411813	Hollywood	Mapped and Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-	3411813	Hollywood	Unprocessed
Animals - Birds	Coturnicops noveboracensis	yellow rail	ABNME01010	None	None	SSC	-	3411813	Hollywood	Mapped
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3411813	Hollywood	Mapped
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-	3411813	Hollywood	Mapped and Unprocessed
Animals - Birds	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	-	-	3411813	Hollywood	Mapped
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-	3411813	Hollywood	Mapped
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-	3411813	Hollywood	Mapped
Animals - Insects	Carolella busckana	Busck's gallmoth	IILEM2X090	None	None	-	-	3411813	Hollywood	Mapped
Animals - Mammals	Eumops perotis californicus	western mastiff bat	AMACD02011	None	None	SSC	-	3411813	Hollywood	Mapped and Unprocessed
Animals - Mammals	Nyctinomops macrotis	big free-tailed bat	AMACD04020	None	None	SSC	-	3411813	Hollywood	Mapped

Animals - Mammals	Microtus californicus stephensi	south coast marsh vole	AMAFF11035	None	None	SSC	-		3411813	Hollywood	Mapped
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-		3411813	Hollywood	Mapped
Animals - Mammals	Antrozous pallidus	pallid bat	AMACC10010	None	None	SSC	-		3411813	Hollywood	Mapped and Unprocessed
Animals - Mammals	Lasiurus cinereus	hoary bat	AMACC05030	None	None	-	-		3411813	Hollywood	Mapped
Animals - Mollusks	Anodonta californiensis	California floater	IMBIV04020	None	None	-	-		3411813	Hollywood	Unprocessed
Animals - Mollusks	Gonidea angulata	western ridged mussel	IMBIV19010	None	None	-	-		3411813	Hollywood	Unprocessed
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3411813	Hollywood	Mapped
Animals - Reptiles	Thamnophis hammondii	two-striped gartersnake	ARADB36160	None	None	SSC	-		3411813	Hollywood	Unprocessed
Animals - Reptiles	Thamnophis sirtalis ssp.	south coast gartersnake	ARADB3613F	None	None	SSC	-		3411813	Hollywood	Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3411813	Hollywood	Mapped
Community - Terrestrial	California Walnut Woodland	California Walnut Woodland	CTT71210CA	None	None	-	-		3411813	Hollywood	Mapped
Community - Terrestrial	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	-	-		3411813	Hollywood	Mapped
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1		3411813	Hollywood	Mapped
Plants - Vascular	Helianthus nuttallii ssp. parishii	Los Angeles sunflower	PDAST4N102	None	None	-	1A		3411813	Hollywood	Mapped
Plants - Vascular	Pseudognaphalium leucocephalum	white rabbit-tobacco	PDAST440C0	None	None	-	2B.2		3411813	Hollywood	Mapped
Plants - Vascular	Symphyotrichum defoliatum	San Bernardino aster	PDASTE80C0	None	None	-	1B.2		3411813	Hollywood	Mapped
Plants - Vascular	Symphyotrichum greatae	Greata's aster	PDASTE80U0	None	None	-	1B.3		3411813	Hollywood	Mapped
Plants - Vascular	Berberis nevinii	Nevin's barberry	PDBER060A0	Endangered	Endangered	-	1B.1		3411813	Hollywood	Unprocessed
Plants - Vascular	Nasturtium gambelii	Gambel's water cress	PDBRA270V0	Endangered	Threatened	-	1B.1		3411813	Hollywood	Mapped
Plants - Vascular	Arenaria paludicola	marsh sandwort	PDCAR040L0	Endangered	Endangered	-	1B.1		3411813	Hollywood	Mapped
Plants - Vascular	Atriplex serenana var. davidsonii	Davidson's saltscale	PDCHE041T1	None	None	-	1B.2		3411813	Hollywood	Mapped
Plants - Vascular	Calystegia felix	lucky morning-glory	PDCON040P0	None	None	-	1B.1		3411813	Hollywood	Mapped
Plants - Vascular	Convolvulus simulans	small-flowered morning-glory	PDCON05060	None	None	-		4.2	3411813	Hollywood	Unprocessed
Plants - Vascular	Dudleya multicaulis	many-stemmed dudleya	PDCRA040H0	None	None	-	1B.2		3411813	Hollywood	Mapped
Plants - Vascular	Astragalus brauntonii	Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	-	1B.1		3411813	Hollywood	Mapped
Plants - Vascular	Phacelia hubbyi	Hubby's phacelia	PDHYD0C0R4	None	None	-		4.2	3411813	Hollywood	Unprocessed
Plants - Vascular	Juglans californica	southern California black walnut	PDJUG02020	None	None	-		4.2	3411813	Hollywood	Unprocessed
Plants - Vascular	Calochortus catalinae	Catalina mariposa-lily	PMLIL0D080	None	None	-		4.2	3411813	Hollywood	Unprocessed
Plants - Vascular	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	None	None	-		4.2	3411813	Hollywood	Unprocessed
Plants - Vascular	Sidalcea neomexicana	salt spring checkerbloom	PDMAL110J0	None	None	-	2B.2		3411813	Hollywood	Mapped
Plants - Vascular	Camissoniopsis lewisii	Lewis' evening-primrose	PDONA030X0	None	None	-		3	3411813	Hollywood	Unprocessed
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3411813	Hollywood	Mapped
Plants - Vascular	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	None	None	-	1B.1		3411813	Hollywood	Mapped
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-		3311883	Inglewood	Unprocessed
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	ABNGA11010	None	None	-	-		3311883	Inglewood	Unprocessed
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-		3311883	Inglewood	Unprocessed
Animals - Birds	Spizella breweri	Brewer's sparrow	ABPBX94040	None	None	-	-		3311883	Inglewood	Unprocessed
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Candidate Endangered	SSC	-		3311883	Inglewood	Mapped and Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3311883	Inglewood	Unprocessed
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-		3311883	Inglewood	Mapped
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3311883	Inglewood	Mapped and Unprocessed
Animals - Birds	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	-	-		3311883	Inglewood	Mapped
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-		3311883	Inglewood	Mapped
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-		3311883	Inglewood	Mapped
Animals - Mammals	Eumops perotis californicus	western mastiff bat	AMACD02011	None	None	SSC	-		3311883	Inglewood	Mapped
Animals - Mammals	Nyctinomops femorosaccus	pocketed free-tailed bat	AMACD04010	None	None	SSC	-		3311883	Inglewood	Mapped
Animals - Mammals	Microtus californicus stephensi	south coast marsh vole	AMAFF11035	None	None	SSC	-		3311883	Inglewood	Mapped
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-		3311883	Inglewood	Mapped
Animals - Mammals	Lasionycteris noctivagans	silver-haired bat	AMACC02010	None	None	-	-		3311883	Inglewood	Unprocessed
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3311883	Inglewood	Mapped and Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3311883	Inglewood	Mapped
Plants - Vascular	Eryngium aristulatum var. parishii	San Diego button-celery	PDAPI0Z042	Endangered	Endangered	-	1B.1		3311883	Inglewood	Mapped
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1		3311883	Inglewood	Mapped
Plants - Vascular	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	PDAST5L0A1	None	None	-	1B.1		3311883	Inglewood	Mapped
Plants - Vascular	Atriplex coulteri	Coulter's saltbush	PDCHE040E0	None	None	-	1B.2		3311883	Inglewood	Mapped
Plants - Vascular	Astragalus tener var. titi	coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	-	1B.1		3311883	Inglewood	Mapped
Plants - Vascular	Sidalcea neomexicana	salt spring checkerbloom	PDMAL110J0	None	None	-	2B.2		3311883	Inglewood	Mapped
Plants - Vascular	Camissoniopsis lewisii	Lewis' evening-primrose	PDONA030X0	None	None	-		3	3311883	Inglewood	Unprocessed
Plants - Vascular	Hordeum intercedens	vernal barley	PMPOA380E0	None	None	-		3.2	3311883	Inglewood	Unprocessed
Plants - Vascular	Orcuttia californica	California Orcutt grass	PMPOA4G010	Endangered	Endangered	-	1B.1		3311883	Inglewood	Mapped
Plants - Vascular	Navarretia fossalis	spreading navarretia	PDPLM0C080	Threatened	None	-	1B.1		3311883	Inglewood	Mapped
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3311883	Inglewood	Mapped
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP ; WL	-		3311872	Long Beach	Unprocessed
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-		3311872	Long Beach	Unprocessed
Animals - Birds	Egretta thula	snowy egret	ABNGA06030	None	None	-	-		3311872	Long Beach	Unprocessed
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	ABNGA11010	None	None	-	-		3311872	Long Beach	Unprocessed
Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	-	-		3311872	Long Beach	Mapped
Animals - Birds	Phoebastria albatrus	short-tailed albatross	ABNDA01020	Endangered	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Passerculus sandwichensis beldingi	Belding's savannah sparrow	ABPBX99015	None	Endangered	-	-		3311872	Long Beach	Unprocessed
Animals - Birds	Passerculus sandwichensis rostratus	large-billed savannah sparrow	ABPBX9901D	None	None	SSC	-		3311872	Long Beach	Unprocessed

Animals - Birds	Spizella breweri	Brewer's sparrow	ABPBX94040	None	None	-	-		3311872	Long Beach	Unprocessed
Animals - Birds	Falco peregrinus anatum	American peregrine falcon	ABNKD06071	Delisted	Delisted	FP	-		3311872	Long Beach	Unprocessed
Animals - Birds	Grus canadensis canadensis	lesser sandhill crane	ABNMK01011	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Progne subis	purple martin	ABPAU01010	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-		3311872	Long Beach	Mapped
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Candidate Endangered	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Xanthocephalus xanthocephalus	yellow-headed blackbird	ABPBXB3010	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Sternula antillarum browni	California least tern	ABNNM08103	Endangered	Endangered	FP	-		3311872	Long Beach	Mapped and Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Pelecanus occidentalis californicus	California brown pelican	ABNFC01021	Delisted	Delisted	FP	-		3311872	Long Beach	Mapped and Unprocessed
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Birds	Pyrocephalus rubinus	vermilion flycatcher	ABPAE36010	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-		3311872	Long Beach	Mapped
Animals - Insects	Cicindela gabbii	western tidal-flat tiger beetle	IICOL02080	None	None	-	-		3311872	Long Beach	Mapped
Animals - Insects	Cicindela hirticollis gravida	sandy beach tiger beetle	IICOL02101	None	None	-	-		3311872	Long Beach	Mapped and Unprocessed
Animals - Insects	Cicindela latesignata latesignata	western beach tiger beetle	IICOL02113	None	None	-	-		3311872	Long Beach	Mapped and Unprocessed
Animals - Insects	Danaus plexippus pop. 1	monarch - California overwintering population	IILEPP2012	None	None	-	-		3311872	Long Beach	Mapped and Unprocessed
Animals - Mammals	Perognathus longimembris pacificus	Pacific pocket mouse	AMAFD01042	Endangered	None	SSC	-		3311872	Long Beach	Mapped
Animals - Mammals	Nyctinomops macrotis	big free-tailed bat	AMACD04020	None	None	SSC	-		3311872	Long Beach	Mapped
Animals - Mammals	Lasionycteris noctivagans	silver-haired bat	AMACC02010	None	None	-	-		3311872	Long Beach	Mapped and Unprocessed
Animals - Mollusks	Gonidea angulata	western ridged mussel	IMBIV19010	None	None	-	-		3311872	Long Beach	Unprocessed
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Reptiles	Thamnophis sirtalis ssp.	south coast gartersnake	ARADB3613F	None	None	SSC	-		3311872	Long Beach	Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3311872	Long Beach	Mapped and Unprocessed
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1		3311872	Long Beach	Mapped
Plants - Vascular	Isocoma menziesii var. decumbens	decumbent goldenbush	PDAST57091	None	None	-	1B.2		3311872	Long Beach	Mapped
Plants - Vascular	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	PDAST5L0A1	None	None	-	1B.1		3311872	Long Beach	Mapped
Plants - Vascular	Pentachaeta lyonii	Lyon's pentachaeta	PDAST6X060	Endangered	Endangered	-	1B.1		3311872	Long Beach	Mapped
Plants - Vascular	Symphyotrichum defoliatum	San Bernardino aster	PDASTE80C0	None	None	-	1B.2		3311872	Long Beach	Mapped
Plants - Vascular	Atriplex coulteri	Coulter's saltbush	PDCHE040E0	None	None	-	1B.2		3311872	Long Beach	Mapped
Plants - Vascular	Atriplex parishii	Parish's brittlescale	PDCHE041D0	None	None	-	1B.1		3311872	Long Beach	Mapped
Plants - Vascular	Suaeda esteroa	estuary seablite	PDCHE0P0D0	None	None	-	1B.2		3311872	Long Beach	Mapped
Plants - Vascular	Juncus acutus ssp. leopoldii	southwestern spiny rush	PMJUN01051	None	None	-		4.2	3311872	Long Beach	Unprocessed
Plants - Vascular	Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	-	1B.2		3311872	Long Beach	Mapped
Plants - Vascular	Orcuttia californica	California Orcutt grass	PMPOA4G010	Endangered	Endangered	-	1B.1		3311872	Long Beach	Mapped
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3311872	Long Beach	Mapped
Plants - Vascular	Nemacaulis denudata var. denudata	coast woolly-heads	PDPGN0G011	None	None	-	1B.2		3311872	Long Beach	Mapped
Animals - Amphibians	Rana draytonii	California red-legged frog	AAABH01022	Threatened	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Amphibians	Taricha torosa	Coast Range newt	AAAAF02032	None	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Birds	Piranga rubra	summer tanager	ABPBX45030	None	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Birds	Spinus lawrencei	Lawrence's goldfinch	ABPBY06100	None	None	-	-		3411812	Los Angeles	Unprocessed
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-		3411812	Los Angeles	Mapped
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-		3411812	Los Angeles	Mapped
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Birds	Calypte costae	Costa's hummingbird	ABNUC47020	None	None	-	-		3411812	Los Angeles	Unprocessed
Animals - Birds	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	-	-		3411812	Los Angeles	Mapped
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-		3411812	Los Angeles	Mapped
Animals - Mammals	Eumops perotis californicus	western mastiff bat	AMACD02011	None	None	SSC	-		3411812	Los Angeles	Mapped and Unprocessed
Animals - Mammals	Nyctinomops macrotis	big free-tailed bat	AMACD04020	None	None	SSC	-		3411812	Los Angeles	Mapped
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-		3411812	Los Angeles	Mapped
Animals - Mammals	Lasiurus cinereus	hoary bat	AMACC05030	None	None	-	-		3411812	Los Angeles	Mapped
Animals - Mollusks	Anodonta californiensis	California floater	IMBIV04020	None	None	-	-		3411812	Los Angeles	Unprocessed
Animals - Mollusks	Gonidea angulata	western ridged mussel	IMBIV19010	None	None	-	-		3411812	Los Angeles	Unprocessed
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3411812	Los Angeles	Mapped and Unprocessed
Animals - Reptiles	Arizona elegans occidentalis	California glossy snake	ARADB01017	None	None	SSC	-		3411812	Los Angeles	Mapped
Animals - Reptiles	Diadophis punctatus modestus	San Bernardino ringneck snake	ARADB10015	None	None	-	-		3411812	Los Angeles	Unprocessed
Animals - Reptiles	Salvadora hexalepis virgultea	coast patch-nosed snake	ARADB30033	None	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Reptiles	Thamnophis hammondii	two-striped gartersnake	ARADB36160	None	None	SSC	-		3411812	Los Angeles	Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3411812	Los Angeles	Mapped and Unprocessed
Community - Terrestrial	Walnut Forest	Walnut Forest	CTT81600CA	None	None	-	-		3411812	Los Angeles	Mapped
Plants - Vascular	Helianthus nuttallii ssp. parishii	Los Angeles sunflower	PDAST4N102	None	None	-	1A		3411812	Los Angeles	Mapped
Plants - Vascular	Symphyotrichum greatae	Greata's aster	PDASTE80U0	None	None	-	1B.3		3411812	Los Angeles	Mapped
Plants - Vascular	Lepidium virginicum var. robinsonii	Robinson's pepper-grass	PDBRA1M114	None	None	-		4.3	3411812	Los Angeles	Mapped
Plants - Vascular	Atriplex serenana var. davidsonii	Davidson's saltscale	PDCHE041T1	None	None	-	1B.2		3411812	Los Angeles	Mapped
Plants - Vascular	Ribes divaricatum var. parishii	Parish's gooseberry	PDGRO020F3	None	None	-	1A		3411812	Los Angeles	Mapped
Plants - Vascular	Phacelia hubbyi	Hubby's phacelia	PDHYD0C0R4	None	None	-		4.2	3411812	Los Angeles	Unprocessed
Plants - Vascular	Juglans californica	southern California black walnut	PDJUG02020	None	None	-		4.2	3411812	Los Angeles	Unprocessed
Plants - Vascular	Clinopodium mimuloides	monkey-flower savory	PDLAM1T040	None	None	-		4.2	3411812	Los Angeles	Unprocessed
Plants - Vascular	Calochortus catalinae	Catalina mariposa-lily	PMLIL0D080	None	None	-		4.2	3411812	Los Angeles	Unprocessed

Plants - Vascular	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	None	None	-		4.2	3411812	Los Angeles	Mapped
Plants - Vascular	Sidalcea neomexicana	salt spring checkerbloom	PDMAL110J0	None	None	-	2B.2		3411812	Los Angeles	Mapped
Plants - Vascular	Hordeum intercedens	vernal barley	PMPOA380E0	None	None	-		3.2	3411812	Los Angeles	Unprocessed
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3411812	Los Angeles	Mapped
Plants - Vascular	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	None	None	-	1B.1		3411812	Los Angeles	Mapped
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Accipiter striatus	sharp-shinned hawk	ABNKC12020	None	None	WL	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Chaetura vauxi	Vaux's swift	ABNUA03020	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	ABNGA11010	None	None	-	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Charadrius alexandrinus nivosus	western snowy plover	ABNNB03031	Threatened	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	ABPBX91091	None	None	WL	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Sternula antillarum browni	California least tern	ABNNM08103	Endangered	Endangered	FP	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Pelecanus occidentalis californicus	California brown pelican	ABNFC01021	Delisted	Delisted	FP	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Phalacrocorax auritus	double-crested cormorant	ABNFD01020	None	None	WL	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Sphyrapicus ruber	red-breasted sapsucker	ABNYF05020	None	None	-	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3311874	Redondo Beach	Mapped and Unprocessed
Animals - Birds	Calypte costae	Costa's hummingbird	ABNUC47020	None	None	-	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Selasphorus rufus	rufous hummingbird	ABNUC51020	None	None	-	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	ABPBG02095	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Contopus cooperi	olive-sided flycatcher	ABPAE32010	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Birds	Empidonax traillii	willow flycatcher	ABPAE33040	None	Endangered	-	-		3311874	Redondo Beach	Unprocessed
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-		3311874	Redondo Beach	Mapped
Animals - Insects	Cicindela hirticollis gravida	sandy beach tiger beetle	IICOL02101	None	None	-	-		3311874	Redondo Beach	Mapped and Unprocessed
Animals - Insects	Euphilotes battoides allyni	El Segundo blue butterfly	IILEPG201B	Endangered	None	-	-		3311874	Redondo Beach	Mapped and Unprocessed
Animals - Insects	Glaucopsyche lygdamus palosverdesensis	Palos Verdes blue butterfly	IILEPG402A	Endangered	None	-	-		3311874	Redondo Beach	Mapped and Unprocessed
Animals - Insects	Rhaphiomidas terminatus terminatus	El Segundo flower-loving fly	IIDIP05022	None	None	-	-		3311874	Redondo Beach	Mapped
Animals - Insects	Danaus plexippus pop. 1	monarch - California overwintering population	IILEPP2012	None	None	-	-		3311874	Redondo Beach	Mapped
Animals - Mammals	Perognathus longimembris pacificus	Pacific pocket mouse	AMAFD01042	Endangered	None	SSC	-		3311874	Redondo Beach	Mapped
Animals - Mammals	Eumops perotis californicus	western mastiff bat	AMACD02011	None	None	SSC	-		3311874	Redondo Beach	Unprocessed
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3311874	Redondo Beach	Mapped and Unprocessed
Community - Terrestrial	Southern Coastal Bluff Scrub	Southern Coastal Bluff Scrub	CTT31200CA	None	None	-	-		3311874	Redondo Beach	Mapped
Plants - Vascular	Dithyrea maritima	beach spectaclepod	PDBRA10020	None	Threatened	-	1B.1		3311874	Redondo Beach	Mapped
Plants - Vascular	Erysimum suffrutescens	suffrutescent wallflower	PDBRA160D2	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Plants - Vascular	Aphanisma blitoides	aphanisma	PDCHE02010	None	None	-	1B.2		3311874	Redondo Beach	Mapped
Plants - Vascular	Atriplex coulteri	Coulter's saltbush	PDCHE040E0	None	None	-	1B.2		3311874	Redondo Beach	Mapped
Plants - Vascular	Atriplex pacifica	south coast saltscale	PDCHE041C0	None	None	-	1B.2		3311874	Redondo Beach	Mapped
Plants - Vascular	Atriplex parishii	Parish's brittlescale	PDCHE041D0	None	None	-	1B.1		3311874	Redondo Beach	Mapped
Plants - Vascular	Suaeda taxifolia	woolly seablite	PDCHE0P0L0	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Plants - Vascular	Convolvulus simulans	small-flowered morning-glory	PDCON05060	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Plants - Vascular	Dudleya virens ssp. insularis	island green dudleya	PDCRA040S2	None	None	-	1B.2		3311874	Redondo Beach	Mapped and Unprocessed
Plants - Vascular	Phacelia stellaris	Brand's star phacelia	PDHYD0C510	None	None	-	1B.1		3311874	Redondo Beach	Mapped
Plants - Vascular	Juncus acutus ssp. leopoldii	southwestern spiny rush	PMJUN01051	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Plants - Vascular	Calochortus catalinae	Catalina mariposa-lily	PMLIL0D080	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Plants - Vascular	Cistanthe maritima	seaside cistanthe	PDPOR09020	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Plants - Vascular	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	None	None	-	1B.1		3311874	Redondo Beach	Mapped
Plants - Vascular	Lycium brevipes var. hassei	Santa Catalina Island desert-thorn	PDSOL0G0N0	None	None	-		3.1	3311874	Redondo Beach	Mapped and Unprocessed
Plants - Vascular	Lycium californicum	California box-thorn	PDSOL0G050	None	None	-		4.2	3311874	Redondo Beach	Unprocessed
Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	-	-		3311882	South Gate	Mapped
Animals - Birds	Spizella breweri	Brewer's sparrow	ABPBX94040	None	None	-	-		3311882	South Gate	Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3311882	South Gate	Unprocessed
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-		3311882	South Gate	Mapped
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3311882	South Gate	Unprocessed
Animals - Birds	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	-	-		3311882	South Gate	Mapped
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-		3311882	South Gate	Mapped
Animals - Insects	Rhaphiomidas terminatus terminatus	El Segundo flower-loving fly	IIDIP05022	None	None	-	-		3311882	South Gate	Unprocessed
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-		3311882	South Gate	Mapped
Animals - Mammals	Myotis velifer	cave myotis	AMACC01050	None	None	SSC	-		3311882	South Gate	Unprocessed
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3311882	South Gate	Mapped
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3311882	South Gate	Mapped and Unprocessed
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1		3311882	South Gate	Mapped
Plants - Vascular	Phacelia stellaris	Brand's star phacelia	PDHYD0C510	None	None	-	1B.1		3311882	South Gate	Mapped
Plants - Vascular	Orcuttia californica	California Orcutt grass	PMPOA4G010	Endangered	Endangered	-	1B.1		3311882	South Gate	Mapped
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3311882	South Gate	Mapped
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-		3311873	Torrance	Unprocessed
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP ; WL	-		3311873	Torrance	Unprocessed
Animals - Birds	Aythya americana	redhead	ABNJB11030	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Dendrocygna bicolor	fulvous whistling-duck	ABNJB01010	None	None	SSC	-		3311873	Torrance	Unprocessed

Animals - Birds	Charadrius montanus	mountain plover	ABNNB03100	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	-	-		3311873	Torrance	Mapped
Animals - Birds	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	ABPBX91091	None	None	WL	-		3311873	Torrance	Unprocessed
Animals - Birds	Passerculus sandwichensis beldingi	Belding's savannah sparrow	ABPBX99015	None	Endangered	-	-		3311873	Torrance	Unprocessed
Animals - Birds	Spizella breweri	Brewer's sparrow	ABPBX94040	None	None	-	-		3311873	Torrance	Unprocessed
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Candidate Endangered	SSC	-		3311873	Torrance	Mapped and Unprocessed
Animals - Birds	Xanthocephalus xanthocephalus	yellow-headed blackbird	ABPBXB3010	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Chlidonias niger	black tern	ABNNM10020	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Sternula antillarum browni	California least tern	ABNNM08103	Endangered	Endangered	FP	-		3311873	Torrance	Mapped and Unprocessed
Animals - Birds	Icteria virens	yellow-breasted chat	ABPBX24010	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Pelecanus occidentalis californicus	California brown pelican	ABNFC01021	Delisted	Delisted	FP	-		3311873	Torrance	Unprocessed
Animals - Birds	Phalacrocorax auritus	double-crested cormorant	ABNFD01020	None	None	WL	-		3311873	Torrance	Unprocessed
Animals - Birds	Sphyrapicus ruber	red-breasted sapsucker	ABNYF05020	None	None	-	-		3311873	Torrance	Unprocessed
Animals - Birds	Rallus obsoletus levipes	light-footed Ridgway's rail	ABNME05014	Endangered	Endangered	FP	-		3311873	Torrance	Unprocessed
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3311873	Torrance	Mapped and Unprocessed
Animals - Birds	Calypte costae	Costa's hummingbird	ABNUC47020	None	None	-	-		3311873	Torrance	Unprocessed
Animals - Birds	Selasphorus rufus	rufous hummingbird	ABNUC51020	None	None	-	-		3311873	Torrance	Unprocessed
Animals - Birds	Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	ABPBG02095	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Cistothorus palustris clarkae	Clark's marsh wren	ABPBG10021	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Pyrocephalus rubinus	vermilion flycatcher	ABPAE36010	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-		3311873	Torrance	Unprocessed
Animals - Crustaceans	Streptocephalus woottoni	Riverside fairy shrimp	ICBRA07010	Endangered	None	-	-		3311873	Torrance	Mapped
Animals - Fish	Siphateles bicolor mohavensis	Mohave tui chub	AFCJB1303H	Endangered	Endangered	FP	-		3311873	Torrance	Mapped
Animals - Fish	Eucyclogobius newberryi	tidewater goby	AFCQN04010	Endangered	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-		3311873	Torrance	Mapped
Animals - Insects	Cicindela gabbii	western tidal-flat tiger beetle	IICOL02080	None	None	-	-		3311873	Torrance	Mapped
Animals - Insects	Cicindela hirticollis gravida	sandy beach tiger beetle	IICOL02101	None	None	-	-		3311873	Torrance	Mapped and Unprocessed
Animals - Insects	Glaucopsyche lygdamus palosverdesensis	Palos Verdes blue butterfly	IILEPG402A	Endangered	None	-	-		3311873	Torrance	Mapped and Unprocessed
Animals - Insects	Danaus plexippus pop. 1	monarch - California overwintering population	IILEPP2012	None	None	-	-		3311873	Torrance	Mapped and Unprocessed
Animals - Mammals	Perognathus longimembris pacificus	Pacific pocket mouse	AMAFD01042	Endangered	None	SSC	-		3311873	Torrance	Mapped
Animals - Mammals	Nyctinomops femorosaccus	pocketed free-tailed bat	AMACD04010	None	None	SSC	-		3311873	Torrance	Mapped
Animals - Mammals	Neotoma lepida intermedia	San Diego desert woodrat	AMAFF08041	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Mammals	Lasionycteris noctivagans	silver-haired bat	AMACC02010	None	None	-	-		3311873	Torrance	Unprocessed
Animals - Mollusks	Tryonia imitator	mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	-	-		3311873	Torrance	Mapped
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3311873	Torrance	Mapped
Animals - Reptiles	Diadophis punctatus modestus	San Bernardino ringneck snake	ARADB10015	None	None	-	-		3311873	Torrance	Unprocessed
Animals - Reptiles	Thamnophis hammondii	two-striped gartersnake	ARADB36160	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Reptiles	Thamnophis sirtalis ssp.	south coast gartersnake	ARADB3613F	None	None	SSC	-		3311873	Torrance	Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3311873	Torrance	Mapped and Unprocessed
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1		3311873	Torrance	Mapped and Unprocessed
Plants - Vascular	Isocoma menziesii var. decumbens	decumbent goldenbush	PDAST57091	None	None	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	PDAST5L0A1	None	None	-	1B.1		3311873	Torrance	Mapped
Plants - Vascular	Pentachaeta lyonii	Lyon's pentachaeta	PDAST6X060	Endangered	Endangered	-	1B.1		3311873	Torrance	Mapped
Plants - Vascular	Symphyotrichum defoliatum	San Bernardino aster	PDASTE80C0	None	None	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Erysimum suffrutescens	suffrutescent wallflower	PDBRA160D2	None	None	-		4.2	3311873	Torrance	Unprocessed
Plants - Vascular	Aphanisma blitoides	aphanisma	PDCHE02010	None	None	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Atriplex pacifica	south coast saltscale	PDCHE041C0	None	None	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Atriplex parishii	Parish's brittlescale	PDCHE041D0	None	None	-	1B.1		3311873	Torrance	Mapped
Plants - Vascular	Atriplex serenana var. davidsonii	Davidson's saltscale	PDCHE041T1	None	None	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Suaeda esteroa	estuary seablite	PDCHE0P0D0	None	None	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Calystegia peirsonii	Peirson's morning-glory	PDCON040A0	None	None	-		4.2	3311873	Torrance	Unprocessed
Plants - Vascular	Convolvulus simulans	small-flowered morning-glory	PDCON05060	None	None	-		4.2	3311873	Torrance	Unprocessed
Plants - Vascular	Phacelia stellaris	Brand's star phacelia	PDHYD0C510	None	None	-	1B.1		3311873	Torrance	Mapped
Plants - Vascular	Juglans californica	southern California black walnut	PDJUG02020	None	None	-		4.2	3311873	Torrance	Unprocessed
Plants - Vascular	Juncus acutus ssp. leopoldii	southwestern spiny rush	PMJUN01051	None	None	-		4.2	3311873	Torrance	Unprocessed
Plants - Vascular	Calochortus catalinae	Catalina mariposa-lily	PMLIL0D080	None	None	-		4.2	3311873	Torrance	Unprocessed
Plants - Vascular	Nama stenocarpa	mud nama	PDHYD0A0H0	None	None	-	2B.2		3311873	Torrance	Mapped
Plants - Vascular	Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	-	1B.2		3311873	Torrance	Mapped
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3311873	Torrance	Mapped
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP ; WL	-		3311884	Venice	Unprocessed
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-		3311884	Venice	Unprocessed
Animals - Birds	Pandion haliaetus	osprey	ABNKC01010	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Eremophila alpestris actia	California horned lark	ABPAT02011	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Aythya americana	redhead	ABNJB11030	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Branta bernicla	brant	ABNJB05010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Chaetura vauxi	Vaux's swift	ABNUA03020	None	None	SSC	-		3311884	Venice	Unprocessed

Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-		3311884	Venice	Unprocessed
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-		3311884	Venice	Unprocessed
Animals - Birds	Botaurus lentiginosus	American bittern	ABNGA01020	None	None	-	-		3311884	Venice	Unprocessed
Animals - Birds	Egretta thula	snowy egret	ABNGA06030	None	None	-	-		3311884	Venice	Unprocessed
Animals - Birds	Ixobrychus exilis	least bittern	ABNGA02010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	ABNGA11010	None	None	-	-		3311884	Venice	Unprocessed
Animals - Birds	Charadrius alexandrinus nivosus	western snowy plover	ABNNB03031	Threatened	None	SSC	-		3311884	Venice	Mapped and Unprocessed
Animals - Birds	Mycteria americana	wood stork	ABNGF02010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Passerculus sandwichensis beldingi	Belding's savannah sparrow	ABPBX99015	None	Endangered	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Birds	Passerculus sandwichensis rostratus	large-billed savannah sparrow	ABPBX9901D	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Falco peregrinus anatum	American peregrine falcon	ABNKD06071	Delisted	Delisted	FP	-		3311884	Venice	Unprocessed
Animals - Birds	Grus canadensis tabida	greater sandhill crane	ABNMK01014	None	Threatened	FP	-		3311884	Venice	Unprocessed
Animals - Birds	Xanthocephalus xanthocephalus	yellow-headed blackbird	ABPBXB3010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Chlidonias niger	black tern	ABNNM10020	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Hydroprogne caspia	Caspian tern	ABNNM08020	None	None	-	-		3311884	Venice	Unprocessed
Animals - Birds	Larus californicus	California gull	ABNNM03110	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Sternula antillarum browni	California least tern	ABNNM08103	Endangered	Endangered	FP	-		3311884	Venice	Mapped and Unprocessed
Animals - Birds	Thalasseus elegans	elegant tern	ABNNM08040	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Icteria virens	yellow-breasted chat	ABPBX24010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Pelecanus occidentalis californicus	California brown pelican	ABNFC01021	Delisted	Delisted	FP	-		3311884	Venice	Mapped and Unprocessed
Animals - Birds	Phalacrocorax auritus	double-crested cormorant	ABNFD01020	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Coturnicops noveboracensis	yellow rail	ABNME01010	None	None	SSC	-		3311884	Venice	Mapped
Animals - Birds	Laterallus jamaicensis coturniculus	California black rail	ABNME03041	None	Threatened	FP	-		3311884	Venice	Mapped
Animals - Birds	Rallus obsoletus levipes	light-footed Ridgway's rail	ABNME05014	Endangered	Endangered	FP	-		3311884	Venice	Unprocessed
Animals - Birds	Rallus obsoletus obsoletus	California Ridgway's rail	ABNME05016	Endangered	Endangered	FP	-		3311884	Venice	Unprocessed
Animals - Birds	Numenius americanus	long-billed curlew	ABNNF07070	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-		3311884	Venice	Mapped and Unprocessed
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	Threatened	None	SSC	-		3311884	Venice	Mapped and Unprocessed
Animals - Birds	Plegadis chihi	white-faced ibis	ABNGE02020	None	None	WL	-		3311884	Venice	Unprocessed
Animals - Birds	Cistothorus palustris clarkae	Clark's marsh wren	ABPBG10021	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Birds	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	-	-		3311884	Venice	Unprocessed
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	Endangered	Endangered	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Crustaceans	Streptocephalus woottoni	Riverside fairy shrimp	ICBRA07010	Endangered	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Fish	Stereolepis gigas	giant sea bass	AFCQA02010	None	None	-	-		3311884	Venice	Unprocessed
Animals - Insects	Bombus crotchii	Crotch bumble bee	IIHYM24480	None	None	-	-		3311884	Venice	Mapped
Animals - Insects	Cicindela hirticollis gravida	sandy beach tiger beetle	IICOL02101	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Cicindela senilis frosti	senile tiger beetle	IICOL02121	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Carolella busckana	Busck's gallmoth	IILEM2X090	None	None	-	-		3311884	Venice	Mapped
Animals - Insects	Onychobaris langei	Lange's El Segundo Dune weevil	IICOL4W010	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Trigonoscuta dorothea dorothea	Dorothy's El Segundo Dune weevil	IICOL51021	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Panoquina errans	wandering (=saltmarsh) skipper	IILEP84030	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Euphilotes battoides allyni	El Segundo blue butterfly	IILEPG201B	Endangered	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Rhaphiomidas terminatus terminatus	El Segundo flower-loving fly	IIDIP05022	None	None	-	-		3311884	Venice	Unprocessed
Animals - Insects	Danaus plexippus pop. 1	monarch - California overwintering population	IILEPP2012	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Brennania belkini	Belkin's dune tabanid fly	IIDIP17010	None	None	-	-		3311884	Venice	Mapped and Unprocessed
Animals - Insects	Coelus globosus	globose dune beetle	IICOL4A010	None	None	-	-		3311884	Venice	Mapped
Animals - Insects	Eucosma hennei	Henne's eucosman moth	IILEM0R390	None	None	-	-		3311884	Venice	Mapped
Animals - Mammals	Perognathus longimembris pacificus	Pacific pocket mouse	AMAFD01042	Endangered	None	SSC	-		3311884	Venice	Mapped
Animals - Mammals	Lepus californicus bennettii	San Diego black-tailed jackrabbit	AMAEB03051	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Mammals	Microtus californicus stephensi	south coast marsh vole	AMAFF11035	None	None	SSC	-		3311884	Venice	Mapped and Unprocessed
Animals - Mammals	Sorex ornatus salicornicus	southern California saltmarsh shrew	AMABA01104	None	None	SSC	-		3311884	Venice	Mapped and Unprocessed
Animals - Mollusks	Tryonia imitator	mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	-	-		3311884	Venice	Mapped
Animals - Reptiles	Anniella stebbinsi	southern California legless lizard	ARACC01060	None	None	SSC	-		3311884	Venice	Mapped
Animals - Reptiles	Diadophis punctatus modestus	San Bernardino ringneck snake	ARADB10015	None	None	-	-		3311884	Venice	Unprocessed
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-		3311884	Venice	Mapped and Unprocessed
Animals - Reptiles	Thamnophis hammondii	two-striped gartersnake	ARADB36160	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Reptiles	Thamnophis sirtalis ssp.	south coast gartersnake	ARADB3613F	None	None	SSC	-		3311884	Venice	Unprocessed
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	ARACF12100	None	None	SSC	-		3311884	Venice	Unprocessed
Community - Terrestrial	Southern Coastal Salt Marsh	Southern Coastal Salt Marsh	CTT52120CA	None	None	-	-		3311884	Venice	Mapped
Community - Terrestrial	Southern Dune Scrub	Southern Dune Scrub	CTT21330CA	None	None	-	-		3311884	Venice	Mapped
Plants - Vascular	Eryngium aristulatum var. parishii	San Diego button-celery	PDAPI0Z042	Endangered	Endangered	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	None	None	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Chaenactis glabriuscula var. orcuttiana	Orcutt's pincushion	PDAST20095	None	None	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Deinandra paniculata	paniculate tarplant	PDAST4R0N0	None	None	-		4.2	3311884	Venice	Unprocessed
Plants - Vascular	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	PDAST5L0A1	None	None	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Dithyrea maritima	beach spectaclepod	PDBRA10020	None	Threatened	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Erysimum insulare	island wallflower	PDBRA160D1	None	None	-	1B.3		3311884	Venice	Unprocessed

Plants - Vascular	Erysimum suffrutescens	suffrutescent wallflower	PDBRA160D2	None	None	-		4.2	3311884	Venice	Unprocessed
Plants - Vascular	Chenopodium littoreum	coastal goosefoot	PDCHE091Z0	None	None	-	1B.2		3311884	Venice	Mapped
Plants - Vascular	Suaeda taxifolia	woolly seablite	PDCHE0P0L0	None	None	-		4.2	3311884	Venice	Unprocessed
Plants - Vascular	Dichondra occidentalis	western dichondra	PDCON08060	None	None	-		4.2	3311884	Venice	Unprocessed
Plants - Vascular	Astragalus pycnostachyus var. lanosissimus	Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Phacelia ramosissima var. austrolitoralis	south coast branching phacelia	PDHYD0C416	None	None	-		3.2	3311884	Venice	Unprocessed
Plants - Vascular	Phacelia stellaris	Brand's star phacelia	PDHYD0C510	None	None	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Juncus acutus ssp. leopoldii	southwestern spiny rush	PMJUN01051	None	None	-		4.2	3311884	Venice	Unprocessed
Plants - Vascular	Sidalcea neomexicana	salt spring checkerbloom	PDMAL110J0	None	None	-	2B.2		3311884	Venice	Mapped
Plants - Vascular	Abronia maritima	red sand-verbena	PDNYC010E0	None	None	-		4.2	3311884	Venice	Unprocessed
Plants - Vascular	Camissoniopsis lewisii	Lewis' evening-primrose	PDONA030X0	None	None	-		3	3311884	Venice	Unprocessed
Plants - Vascular	Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	-	1B.2		3311884	Venice	Mapped
Plants - Vascular	Hordeum intercedens	vernal barley	PMPOA380E0	None	None	-		3.2	3311884	Venice	Unprocessed
Plants - Vascular	Navarretia prostrata	prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	PDPGN040J1	Proposed Threatened	Endangered	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	None	None	-	1B.1		3311884	Venice	Mapped
Plants - Vascular	Potentilla multijuga	Ballona cinquefoil	PDROS1B120	None	None	-	1A		3311884	Venice	Mapped

Note: Species on this list that have been observed within the Project Site are highlighted.

APPENDIX D

Cultural Resources Investigation Memorandum

PALEOWEST archaeology

626.408.8006 | paleowest.com | 517 South Ivy Avenue | Monrovia, CA 91016

June 22, 2018

John Thomason
Senior Project Manager
Meridian Consultants, LLC
706 S. Hill Street, 11th Floor
Los Angeles, California 90014

RE: Records Search Summary for the Inglewood Transit Interconnect Project in Inglewood, Los Angeles County, California

Dear Mr. Thomason:

At the request of Meridian Consultants, LLC, PaleoWest Archaeology (PaleoWest) is conducting a cultural resource investigation for the Inglewood Transit Interconnect Project in Inglewood, Los Angeles County, California. This memorandum summarizes the results of the preliminary cultural resource inventory efforts conducted for the Project. These preliminary efforts include a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC).

The literature review and records search was conducted by Roberta Thomas, Senior Archaeologist, on June 20, 2018 at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included the Project area as well as a half-mile radius. The purpose of the records search was to identify any known cultural resources within the immediate vicinity of the Project area. The records search also included a review of the Office of Historic Preservation Archaeological Determination of Eligibility and the Office of Historic Preservation Directory of Historic Properties Data File.

The records search indicated that no less than 21 previous studies have been conducted within a half-mile of the Project area since 1984 (Table 1). None of these studies appear to include the Project area. The records search also indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. One of these resources, 19-189809, is a multi-story commercial building that is located immediately adjacent to the Project area and may be directly or indirectly impacted by the Project. In addition, five buildings/structures, located immediately adjacent to the Project area, are listed on the Directory of Historic Properties Data File. These resources may be directly or indirectly impacted by the Project as well. PaleoWest understands that a separate built-environment resource study is being prepared for this Project. As such, these resources will not be considered further during the cultural resource study conducted by PaleoWest.

Table 1
Previous Cultural Resource Studies within a Half-Mile of the Project Area

Report No.	Year	Author(s)	Title
LA-02904	1993	Stickel, Gary E.	Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project
LA-03289	1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation
LA-04385	1984	Scientific Resource Surveys, Inc.	Cultural Resource Survey Report on the Arbor Vitae Street Improvement Project
LA-04836	2000	Science Applications International Corporation	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project
LA-06012	2001	Love, Bruce, Bai " Tom" Tang, and Mariam Dahdul	The Grevillea Mall Park City of Inglewood Los Angeles County, California
LA-06035	2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 04111 Los Angeles County, California
LA-07402	2004	Bonner, Wayne H.	Records Search and Site Visit for Sprint Telecommunications Facility Candidate La60xc408d (Florence Locust Rl) 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-07697	2005	Wlodarski, Robert J.	Records Search Results for Cingular Telecommunications Wireless Site El0118-01 (car Wash) Located at 10200 Hawthorne Boulevard, City of Inglewood, County of Los Angeles, California 90303
LA-07869	2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca 7731d (la Colima), 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii
LA-09513	2008	Bonner, Wayne H. and Kathleen Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23650D (Inglewood Electric), 923 South Prairie Avenue, Inglewood, Los Angeles County, California
LA-09516	2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03329E (Walgreens La Brea), 230 North La Brea Avenue, Inglewood, Los Angeles County, California
LA-10567	2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura Hensley Shaker, and Casey Tibbitt	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals
LA-10685	2010	Bonner, Wayne and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2089/CA6588, 336 East Hillcrest Boulevard, Inglewood, Los Angeles, California
LA-11150	2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project
LA-11174	1998	Kadara, Kayode	Inglewood Main Post Office, Inglewood, Los Angeles County
LA-11396	2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR# 3551015375
LA-11414	2011	Loftus, Shannon	Historic Architectural Resource Inventory and Assessment, AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR #3551015375
LA-11974	2012	Morell, Karl	Abandonment Exemption, BNSF Railway Company, Milepost 7.95 to Milepost 13.25, Los Angeles, Los Angeles County, CA
LA-12189	2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02636A (LA636 Medical Building) 336 East Hillcrest Boulevard, Inglewood, California
LA-12352	2012	Rendon, Richard	Federal Land and Water Conservation Fund Program under the National Park Service Edward Vincent Park Multi-Purpose Field Rehabilitation Project, City of Inglewood

PaleoWest contacted the NAHC for a review of the SLF on June 15, 2018. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on June 19, 2018, stating that the SLF was completed with negative results. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources. As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project. PaleoWest will send outreach letters to the recommends tribal groups after conducting the pedestrian survey of the Project area. These letters will be followed up by phone calls if no response is received within a two week period.

If you have any questions regarding these preliminary cultural resource inventory efforts, please do not hesitate to contact me at rthomas@paleowest.com.

Sincerely,

Roberta Thomas, MA, RPA
Senior Archaeologist
PaleoWest Archaeology

APPENDIX E

Geology and Soils Technical Memorandum

Geosyntec consultants

64 N. Raymond Avenue, Suite 200
Pasadena, CA 91103
PH 626.449.0664
FAX 626.449.0411
www.geosyntec.com

3 July 2018

John Thomason
Senior Project Manager
Meridian Consultants
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Subject: **Inglewood Transit Connector**
Geology and Soils Technical Memorandum

Dear Mr. Thomason:

Geosyntec Consultants (Geosyntec) has prepared *Geology and Soils* Technical Memorandum at your request for the above referenced project and is being delivered as attachment to this letter.

Should you have any questions or need additional information please do not hesitate to contact Jared Warner (jwarner@geosyntec.com) at (858)716-2885.

Sincerely,



Jared J. Warner, P.G.
Project Geologist



Alexander J. Greene, C.E.G.
Senior Principal Engineering Geologist

Attachment A: Geology and Soils

Geosyntec
consultants

ATTACHMENT A
Geology and Soils

Geosyntec consultants

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Inglewood Transit Connector
Technical Memorandum
Geology and Soils

1. INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) understands that the City of Inglewood (City) is planning the development of an automated people mover (APM) system (approximately 1.8-mile-long) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via the Market Street and Manchester Blvd in the City of Inglewood (referred as Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five Intermodal Transit Facilities (ITF)/Maintenance and Storage Facilities (MSF). Geosyntec has examined potential impacts to the proposed Project related to geology, soils, and seismicity and provides a summary of our findings in this Geology and Soils Technical Memorandum (Report). Impacts examined in this Report include risks related to geologic hazards such as earthquakes, landslides liquefaction, and expansive soils. This Report also includes a description of the regulatory framework, significance criteria, and impact analysis related to the Project.

2. PROJECT DESCRIPTION

The proposed rail alignment and the ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at Market Street North Connection with the Metro Crenshaw Line), West Manchester Boulevard, and North Prairie Avenue (terminates at West Century Boulevard at the LASED as shown in Figure 1). The entire rail alignment and the ICS are expected to be elevated. In addition, five sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as also shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as Project Site.

3. ENVIRONMENTAL SETTING

Our knowledge of the Project Site conditions has been developed from a review of the area geology, historical information, and the referenced reports prepared by others within the Project Site vicinity. The following summarizes the regional geology, Project Site conditions, seismic setting, and the regulatory framework pertinent to geotechnical issues that may impact the Project.

3.1 Topography

The Project alignment is situated within the central portion of the City, located approximately 1.75-miles northeast of the I-105 and I-405 intersection. The proposed alignment extends along existing paved roads and adjacent to residential neighborhoods, schools, commercial and retail businesses, paved parking lots, and undeveloped lots. The Project area is relatively flat-lying, sloping gently

to the south from an elevation of approximately +150 feet Mean Sea Level (ft MSL), near the Market Street North/Metro Crenshaw Line connection, to approximately +90 ft MSL at the southern extension of the Project [Dibblee and Minch, 2007].

3.2 Regional Geology

The Project Site is located within the central portion of the Los Angeles Basin, south of the Santa Monica Mountains, near the intersection of the Peninsular Ranges and Transverse Ranges geomorphic provinces of southern California. The Peninsular Ranges province is characterized by a series of northwest trending mountains and valleys separated by faults associated with, and subparallel to, the San Andreas Fault system. These rocks were intruded by Cretaceous-age (65 million years ago [mya]) granitic basement rocks, also known as the Peninsular Ranges Batholith. The Transverse Ranges are characterized by east-west trending structural features such as the Santa Monica Mountains and the Santa Monica and Hollywood faults. The Santa Monica and Hollywood faults are considered the boundary between these two physiographic provinces.

The Los Angeles Basin is a northwest-trending alluviated lowland plane filled with thick deposits of relatively unconsolidated marine and non-marine sediments bounded by the Santa Monica Mountains to the north, the Elysian, Repetto and Puente Hills to the east, the Santa Ana Mountains and San Joaquin Hills to the south and southeast, and the Pacific Ocean to the west. The relatively flat surface of the Los Angeles Basin slopes gently south, and is interrupted by locally trending northwest alignment of low hills and mesas to the south and west that extend from Newport Beach northwest to Beverly Hills, and the Palos Verdes peninsula at the southwest extremity.

The Los Angeles Basin began forming during the Late Miocene (approximately 7.2 mya) as a result of subsidence following compressional stresses between the right-oblique Whittier and Palos Verdes fault zones, and the left-oblique Santa Monica fault system [Wright, 1991]. Sedimentary deposits within the Los Angeles Basin are estimated to range in thickness from approximately 32,000 feet to 35,000 feet within the general vicinity of the Project Site [Yerkes et al., 1965].

3.2.1 Subsurface Conditions

The Project Site subsurface conditions were observed and documented during previous geotechnical investigations performed by others within the vicinity of the Project [Geocon, 2015 and SALEM, 2016]. These explorations along with published geologic maps [Dibblee and Minch, 2007 and Saucedo et al., 2016] indicate that recent Pleistocene-age alluvium forms the surficial cover within the Project Site vicinity, often with thin localized layers of artificial fill associated with previous development activities. The anticipated geologic materials below the Project corridor are described in the following sections.

Artificial Fill

Artificial fill (af) was encountered during previous investigations within the Project Site vicinity extending up to 2 feet below ground surface (ft bgs) [Geocon, 2015] and generally consisted of brown to dark brown sandy silt and characterized as slightly moist and soft to medium stiff.

Potential fill underlying the Project alignment is likely the result of grading or construction activities associated with previous development and may vary in composition and thickness.

Alluvial Fan Deposits

As described above, geologic maps of the area (Figure 2) describe relatively small portions of the Project Site area as underlain by late Pleistocene-age alluvial fan sediments of granitic sand [Dibblee and Minch, 2007]. These alluvial fan deposits (Qae) typically consist of unconsolidated to weakly consolidated sands, silts, clays, and/or mixtures thereof (sandy silts, silty sands, etc.). These materials are generally derived from material shed off the nearby Santa Monica Mountains. The thickness of the alluvial fan deposits is likely variable along the Project alignment.

Older Alluvium

Most of the Project Site is underlain by relatively older late Pleistocene-age alluvium (Qoa). The older alluvial deposits consist of sediments that were mainly shed from the Santa Monica Mountains to the north. Composition of the older alluvial deposits primarily consists of slightly consolidated deposits of silts, clays, sands, and sandy gravel, and/or mixtures thereof (e.g., sandy silts and silty sands). Similar to the alluvial fan deposits, thickness of the older alluvium materials is likely to vary along the Project alignment, but extend to depths below anticipated development associated with the proposed Project.

3.3 Seismic Setting

The tectonic setting of the Los Angeles Basin area is dominated by right-lateral strike-slip faults with a general northwest by southeast trend as a result of the interaction between the Pacific and North American lithospheric plates. Numerous faults in southern California include “active”, “potentially active”, and “inactive” faults. Division of these major groups are based on criteria by the California Geologic Survey (CGS, formerly known as California Division of Mines and Geology, CDMG) for the Alquist-Priolo Earthquake Fault Zoning Program [Bryant and Hart, 2007]. By definition, an “active” fault is one that has had displacement within Holocene time (last 11,000 years). A “potentially active” fault has demonstrated displacement of Quaternary-age deposits (last 1.6 million years). “Inactive” faults have not exhibited displacement in the last 1.6 million years.

Faults of tectonic significance mapped in the Los Angeles region and the historical earthquake epicenters in the region are presented in Figure 3. These regional faults include the Santa Monica fault zone (SMFZ) to the north and northwest, the Newport-Inglewood fault zone (NIFZ) to the east and west, and the Cabrillo, Redondo Canyon, and Palos Verdes faults offshore to the west and southwest. Faults considered active [Bryant and Hart, 2007] and their respective distances from the Project and maximum moment magnitudes are presented in Table 1.

TABLE 1 - SIGNIFICANT SEISMIC SOURCES WITHIN 100 KM OF PROJECT

Fault or Fault Segment	Fault Type [1]	Approximate. Slip Rate (mm/yr) [2]	Dip Direction [3]	Approximate Fault Length (km) [4]	Approximate Closest Distance to Project (km) [5]	Approximate Maximum Magnitude (Mw) [6]
Newport-Inglewood (onshore)	RL	1.0	-	65	0.20	7.2
Santa Monica	O/LL, R	1.0	N	28	13	6.6
Hollywood	O/LL, R	1.0	N	17	14	6.4
Raymond	O/LL, R	1.5	N	22	21	6.8
Malibu Coast	O/LL, R	0.3	N	38	36	6.7
Redondo Canyon	R	1.0	S	12	15	6.5
Palos Verdes (Santa Monica Basin section)	RL	3.0	-	99	21	7.3
Palos Verdes (San Pedro Shelf section)	RL	3.0	-	99	21	7.3
Santa Cruz- Santa Catalina Ridge	R-RL	1.0	V	24	62	7.3
San Fernando	R	2.0	N	18	34	6.7
Sierra Madre	R	2.0	N	57	32	7.2
Verdugo	R	0.5	NE	29	22	6.9
Ventura	O/LL, R	1.0	N	20	84	6.8
San Cayetano	R	5.0	N	44	60	6.8
Simi-Santa Rosa	R	1.0	N	39	49	6.9
San Gabriel	RL	1.0	N	72	50	7.0
Whittier	RL	2.5	NE	46	31	7.0
Chino	O/RL-R	1.0	NE	28	59	6.9
Elsinore (Glen Ivy section)	RL	5.0	V	38	65	6.8
Santa Cruz Island	RL	1.0	V	69	89	7.2
Coronado Bank	RL	3.0	V	24	91	7.4
Cucamonga	R	5.0	N	28	64	7.0
San Jacinto (San Bernardino section)	RL	12.0	V	35	86	6.7
San Andreas (Mojave section)	RL	30.0	V	99	68	7.1
Cabrillo (offshore)	RL	1.0	E	10	27	6.8
East Montebello	RL	-	-	-	25	-
Oak Ridge (onshore)	R	4.0	S	49	69	7.0
Anacapa-Dume	R	3.0	N	75	39	7.5
San Diego Trough	R	-	V	-	57	-

Notes:
"-" Unspecified
1 - RL = Right Lateral Strike-Slip Fault; LL = Left Lateral Strike-Slip Fault; O/LL = Oblique Left-Lateral Fault; R = Reverse Fault
2 - Approximate Slip Rate millimeters per year (mm/yr) obtained from CGS (2003) and USGS (2008)
3 – N = North; S = South, V = Vertical, NE = Northeast, E = East
4 - Fault Length obtained from CGS (2003) and USGS (2008)
5 - Distances from Project noted are the closest distances to the surface trace or inferred projection of the fault as measured from the CDMG (1998), CGS (2003), or USGS (2008)
6 - Maximum Earthquake values reported at maximum moment magnitude by the CGS (2003) and USGS (2008)

3.3.1 Active Faults

Faults closest to the Project area that are considered "active" [Bryant and Hart, 2007] include the following:

- The Los Angeles Basin section of the NIFZ is the closest major active fault zone to the Project, with the Inglewood and Potrero fault segments located respectively at their nearest points, approximately 0.45-miles (0.75 km) east and 0.15-miles (0.25 km) west of the Project alignment (Figure 2). The NIFZ is composed of a series of discontinuous northwest trending en echelon faults extending from Ballona Gap southeast to the area offshore of Newport Beach. This zone is reflected at the surface by a line of geomorphically young anticlinal hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene-age sediments and Tertiary-age sedimentary rocks [Barrows, 1974]. Historical seismic activity (between 1977 and 1985) shows mostly strike-slip faulting with some reverse faulting along the northern segment (north of Dominguez Hills), and normal faulting along the southern segment (south of Dominguez Hills to Newport Beach) [Hauksson, 1987].
- The SMFZ is considered a continuous zone comprised of five fault segments including the Malibu Coast, Santa Monica, Hollywood, and Raymond faults, with a total length of approximately 150-miles [Dolan and Rockwell, 2000]. The SMFZ exhibits both reverse and left-lateral components of slip and is located approximately 7-miles (12 km) northwest of the Project Site (Figure 3). The SMFZ extends 25-miles from the western edge of Beverly Hills across West Los Angeles and Santa Monica to Pacific Palisades, where it trends offshore and parallels the Malibu coast near Point Dume. The SMFZ extends eastward as the Hollywood fault along the base of the Santa Monica Mountains from the West Beverly Hills Lineament in the West Hollywood-Beverly Hills area, to the Los Feliz area of Los Angeles. Although the Santa Monica and Hollywood faults are considered active, these segments have not yet been included in a State of California Special Studies Alquist-Priolo Earthquake Fault Zone (A-P Zone). The active Hollywood fault trends east-west along the southern boundary of the Santa Monica Mountains, located approximately 8.5-miles (13.5 km) north of the Project Site (Figure 3).

Other significant regional faults considered "active" which have a potential for producing large magnitude (stronger shaking) events, but lie farther away from the Project area include:

- The San Andreas strike-slip fault is located approximately 40-miles (65 km) to the northeast, along the northern edge of the San Gabriel Mountains at their contact with the Mojave Desert (Figure 3). The approximately 700-mile-long San Andreas Fault is a network of faults that collectively accommodates the majority of relative north-south motion between the North American and Pacific tectonic plates [Bryant and Matthew, 2002]. The most recent movement on the fault is estimated to be Latest Quaternary (less than 15,000 ybp) with a slip rate of 30 millimeters per year (mm/yr) [CGS, 2003] and a 100-135 year recurrence rate.

- The Whittier section of the right-lateral Elsinore fault zone is approximately 17-miles (27 km) to the east of the Project (Figure 3). The most recent movement in the fault zone is estimated to be within late Quaternary (less than 15,000 ybp) with a slip rate of 2.5 mm/yr [CGS, 2003].

3.3.2 Blind Thrust Faults

Blind thrust fault zones are considered active features that do not rupture at the ground surface. Although these features present risk by generating intense seismic shaking, their respective distances to the Project are not included in Table 1 due to the uncertainty in their vertical surface projection. Known blind thrust faults within the Project Site vicinity along with their respective slip rates and maximum moment magnitudes are described below.

3.3.2.1 Elysian Park Thrust

The Elysian Park Thrust, previously defined as the Elysian Park Fold and Thrust Belt [Hauksson, 1990], is a blind thrust fault that overlies the Los Angeles and Santa Fe Springs segments of the Puente Hills Thrust [Oskin et al., 2000 and Shaw et al., 2002]. The eastern edge of the Elysian Park Thrust is defined by the northwest-trending Whittier fault zone. The closest edge of the vertical surface projection of the Elysian Park Thrust is approximately 6-miles (10 km) northeast of the Project Site. Like other blind thrust faults in the Los Angeles area, the Elysian Park Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.3 mm/yr and a maximum moment magnitude (**M**, defined as a measurement of the size of an earthquake in terms of energy released) **M** 6.4 were estimated for the Elysian Park Thrust [CGS, 2003].

3.3.2.2 Compton-Los Alamitos Thrust

The Compton-Los Alamitos Thrust is an inferred blind thrust fault located within the south-central portion of the Los Angeles Basin. The closest edge of the vertical surface projection of the buried thrust fault is located approximately 8-miles (13 km) southwest of the Project Site. Like other blind thrust faults in the Los Angeles Area, the Compton-Los Alamitos Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.5 mm/yr and a maximum moment magnitude **M** 6.8 were estimated for the Compton-Los Alamitos Thrust [CGS, 2003].

3.3.2.3 Puente Hills Blind Thrust

The Puente Hills Blind Thrust fault (PHBT) system extends eastward from downtown Los Angeles to Brea in northern Orange County. The PHBT is comprised of three north-dipping segments overlain by folds expressed at the surface as the Coyote Hills, Santa Fe Springs Anticline, and the Montebello Hills. The PHBT exhibits an estimated average slip rate of 0.7 mm/year [CGS, 2003]. Postulated earthquake scenarios for the PHBT include a single segment rupture of a magnitude M 6.6, and a multiple segment rupture producing an earthquake of **M** 7.1. The PHBT is not exposed

at the ground surface and does not present a potential for surface fault rupture. However, based on deformation of late Quaternary age sediments above this fault system and the occurrence of the Whittier Narrows earthquake, the PHBT is considered an active fault capable of generating future earthquakes beneath the Los Angeles Basin.

3.3.3 Potentially Active Faults

Faults considered "potentially active" that are closest to the Project alignment include the following:

3.3.3.1 Overland Fault

The Overland fault located approximately 1.3-miles (2 km) southwest of the Project Site is considered potentially active. The Overland fault trends northwest between the Charnock fault and the Newport-Inglewood fault zone, extending from the northwest flank of the Baldwin Hills to Santa Monica Boulevard in the vicinity of Overland Avenue. However, there is no evidence that the fault has offset late Pleistocene or Holocene age alluvial deposits [County of Los Angeles, 1990] and is considered potentially active by the State Geologist [Jennings, 1994].

3.3.3.2 Charnock Fault

The potentially active Charnock fault is located approximately 3.8-miles (6 km) southwest of the Project Site. The Charnock fault trends northwest-southeast subparallel to the Newport-Inglewood fault zone and the Overland fault. No recent evidence suggests the fault has offset late Pleistocene or Holocene age alluvial deposits [County of Los Angeles, 1990] and is considered potentially active by the State Geologist [Jennings, 1994].

3.4 Surface Fault Rupture

Fault rupture hazard was evaluated to assess the exposure to people or structures to substantial adverse effects, including the risk of loss, injury, or death. The potential for fault surface rupture is generally considered to be significant along "active" faults and to a lesser degree along "potentially active" faults [CDMG, 1998]. Mapped active faults do not cross the Project Site and, therefore, fault rupture hazard is considered less than significant. No mitigation measures are required.

The Project does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Zoning Act [CGS, 1999]. The closest A-P Zone to the Project Site has been established for two portions of the Newport-Inglewood fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Protrero fault). Therefore, performance of a Project Site-specific fault-hazard evaluation in accordance with the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Sections 2621-2630) is not required.

3.5 Ground Shaking

The Project Site is situated within a seismically active region and will likely experience moderate to severe ground shaking in response to a large-magnitude earthquake occurring on a local or more distant active fault during the expected lifespan of the Project. The potential for significant seismically induced ground shaking in response to an earthquake occurring along a nearby active fault, such as the Newport-Inglewood fault zone, or a regional fault, such as the San Andreas fault zone, is relatively high within the Project Site area [CDMG, 1998].

The potential for strong seismic shaking is considered high; however, a geotechnical investigation will be undertaken by a qualified geologist as part of the site design. Therefore, impacts related to ground shaking would be less than significant.

3.6 Liquefaction

Seismically induced liquefaction is a phenomenon in which saturated soils lose a significant portion of their strength and acquire some mobility from seismic shaking or other large cyclic loading. The material types considered most susceptible to liquefaction are granular and low-plasticity fine grained soils which are saturated and loose to medium dense. A rapid increase in groundwater pressures (excess pore water pressures) causes the loss of soil strength.

Manifestations of soil liquefaction can include sand boils, surface settlements and tilting in level ground, lateral spreading, and global instability (flow slides) in areas of sloping ground. The impact of liquefaction on structures can include loss of bearing capacity, drag loads on deep foundations, liquefaction-induced total and differential settlement, and increased lateral and uplift pressures on buried structures. Other factors such as soil mineralogy, void ratio, overconsolidation ratio, and age are contributing factors to liquefaction susceptibility. In general, the older or denser a deposit, the less susceptible it is to liquefaction.

According to mapped liquefaction areas on the Inglewood Quadrangle [CGS, 1999], the City of Los Angeles Safety Element [1996], and the County of Los Angeles Seismic Safety Element [1990], the Project is not located within areas identified as having a potential for liquefaction. Additionally, based on a review of the regional geologic map and subsurface conditions reported in previous geotechnical investigations, and the absence of shallow groundwater, the Pleistocene-age sediments underlying the Project Site (generally dense silty sand and firm silty clay silts) are not considered prone to liquefaction. Therefore, the potential for liquefaction and its secondary effects are considered low and a Project Site-specific study in accordance with the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) is not required.

3.7 Slope Stability

Given the topographic setting and a review of previous geotechnical evaluations in the project vicinity, no historical landslides are known to exist at the Project Site or in an area that could potentially impact the Project. The Project Site is not located within an “Earthquake-Induced Landslide Zone” [CGS, 1999] and not identified as an area that has potential for permanent ground displacements. Therefore, the potential for landslides are concerned very low and seismic slope

instability mitigation in accordance with the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) is not required.

3.8 Flooding

The Federal Emergency Management Agency (FEMA) presents the flood hazard potential in the vicinity of the Project areas as part of their Flood Insurance Rate Maps. FEMA Map No. 06037C1780F, dated 26 September 2008 [FEMA, 2008], indicates that the Project Site is located in an un-shaded Zone X which is defined as "areas determined to be outside the 0.2% annual chance flood plain". Due to a lack of any reservoirs up gradient from the Project Site, flooding as a result of dam failure is not considered to be a viable hazard. Based on our review of the FEMA mapping, the geologic setting, and the Project Site elevations, the potential for flooding at the site is very low.

3.9 Other Geologic Hazards

The presence of potentially expansive clayey soil was not observed in the previous explorations performed within the proximity of the Project Site [SALEM, 2016]. Given the underlying geologic conditions within the area, typically silty to sandy soils, we do not anticipate expansive soils to be encountered within the limits of the Project Site. However, if expansive soils are encountered during the proposed grading, we recommend that these materials should be removed, mixed with non-expansive soils, or segregated and stockpiled for potential use as low permeable materials during grading. It is unlikely that expansive soil will be encountered; therefore, expansive soil does not constitute a significant hazard at the Project Site if appropriate grading practices are maintained.

Other potential geologic hazards evaluated which could possibly affect the Project Site include slope instability, floods, seiches, and tsunamis. Tsunamis are seismically induced waves generated by sudden movements of the ocean bottom during submarine earthquakes, landslides or volcanic activity. Seiches are similarly generated but are oscillating waves within bodies of water such as reservoirs, lakes or bays. The Project Site is not located within the County of Los Angeles mapped tsunami run-up zone [CGS, 2009]. Similarly, potential seiche inundation would not likely exceed the extent of tsunami run up and no significant reservoirs were identified up gradient within 10-miles from the Project Site area. Based on the physiographic setting of the Project Site, the distance to the ocean or other large water bodies, and the elevation of the Project Site, it is our opinion that the potential for flooding from seismically induced seiches and tsunamis is very low.

3.10 Groundwater

Based on a review of the Seismic Hazard Zone Report for the Inglewood Quadrangle [CDMG, 1998], the highest historical groundwater level in the area is greater than 50 ft bgs. Groundwater data provided in this document were collected between the early 1900's to the late 1990's.

According to previous investigations in the project vicinity, groundwater was not encountered within exploratory borings drilled to depths ranging from 20 to 50 ft bgs [Geocon, 2015 and SALEM, 2016]. Based on the historically high groundwater levels in the Project Site vicinity and

absence of groundwater observed during previous investigations, groundwater is neither expected to be encountered during Project construction, nor have a detrimental effect on the Project.

4. REGULATORY FRAMEWORK

The City's General Plan Safety Element policy and current City development review practices address seismic hazards under laws such as Alquist-Priolo Earthquake Fault Zoning Act, Seismic Hazard Mapping Act, Real Estate Disclosure Requirements, CEQA, Uniform Building Code and California Building Code and Unreinforced Masonry Law. Compliance with these laws and the City's seismic design standards will be required to mitigate the structural effects of seismic shaking. The City Planning & Community Development Department will enforce the seismic design provisions for Seismic Zone 4 of the California Building Code, including near-source seismic conditions.

California Public Resources Code Sections 2621-2630, the Alquist-Priolo Earthquake Fault Zoning Act, is intended to provide policies and criteria to assist cities, counties, and state agencies in the exercise of their responsibility to prohibit the location of developments and structures for human occupancy across the trace of active faults. It is applicable to any project, as defined in Section 2621.6, which is located within a delineated earthquake fault zone. As indicated in Section 3.4, the Project Site is not situated within an Alquist-Priolo Earthquake Fault Zone, and the nearest Alquist-Priolo Earthquake Fault Zones are located along portions of the Newport-Inglewood-Rose Canyon fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Protrero fault).

5. SIGNIFICANCE CRITERIA

Criteria outlined in the California Environmental Quality Act (CEQA) Guidelines were used to determine the level of significance of geology, soils, and seismicity impacts. Appendix G of state CEQA Guidelines indicates that a project would have a significant effect from these impacts if it were to:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known potentially active fault (Refer to CDMG Special Publication 42 [Bryant and Hart, 2007]);
    b. Strong seismic ground shaking;
    c. Seismic-related ground failure, including liquefaction; and
    d. Landslides;
- Result in substantial soil erosion or the loss of topsoil;

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC, 1994), creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

6. POTENTIAL IMPACTS

6.1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Known Fault Rupture Zone

The Project Site is not located within an Alquist-Priolo "Earthquake Fault Zone". The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. Therefore, impacts related to fault surface rupture would be less than significant.

ii) Strong Seismic Ground Shaking

Although the Project Site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in southern California and the effects of ground shaking will be limited by proper engineering design and construction in conformance with current building codes and engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-Related Ground Failure, Including Liquefaction

The Project Site is not located within a "Liquefaction Zone" as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map [CDMG, 1998]. Therefore, impacts related to seismic related liquefaction would be less than significant.

iv) Landslides

The Project Site is not located within an "Earthquake-Induced Landslide Zone" as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map [CDMG, 1998]. Based on the topographic setting and a review of previous geotechnical evaluations in the Project vicinity, no historical landslides are known to exist that could potentially impact the Project and would not expose people or structures to potential hazards associated with slope-instability or landslides. Therefore, no impacts related to slope instability or landslides would occur.

6.2 Result in substantial soil erosion or the loss of topsoil

The Project Site is currently developed with exiting paved roads, residential neighborhoods, office buildings and parking lots. Project construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs) would control and minimize erosion and siltation. Appropriate erosion control BMPs may include, but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms and stabilized construction site entrance/exit and any other practices laid out in the City's Low-Impact Development (LID) Standards Manual. Following construction activities, runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils. Because Project implementation would include standard construction BMPs outlined in a SWPPP, impacts related to soil erosion or loss of topsoil would be less than significant.

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

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The Project does not involve the creation of new groundwater wells. Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the Project. U.S. Geological Survey (USGS) groundwater measurements indicate that groundwater in the vicinity is at least 85 feet below grade. Since the Project does not include substantial excavation or subterranean structures, groundwater would not be encountered during construction. Project design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse would be less than significant.

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

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures.

The Project would incorporate standard construction practices to maintain the integrity of the Project site and proposed structures. Additionally, Project design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant.

6.5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

7. LIMITATIONS

The professional opinions and recommendations expressed in this Report are made in accordance with generally accepted standards of practice and were based largely on source information provided by others. No other warranty is either expressed or implied. Geosyntec is responsible for the findings contained in this Report based on the data available and information relating only to the specific Project and location discussed herein. Geosyntec is not responsible for use of the information contained in this Report for purposes other than those expressly stated in this Report, namely supporting the completion of the initial study checklist. Geosyntec is not responsible for any conclusions or recommendations made by others based upon the data or conclusions contained herein unless given the opportunity to review them and concur with them in writing.

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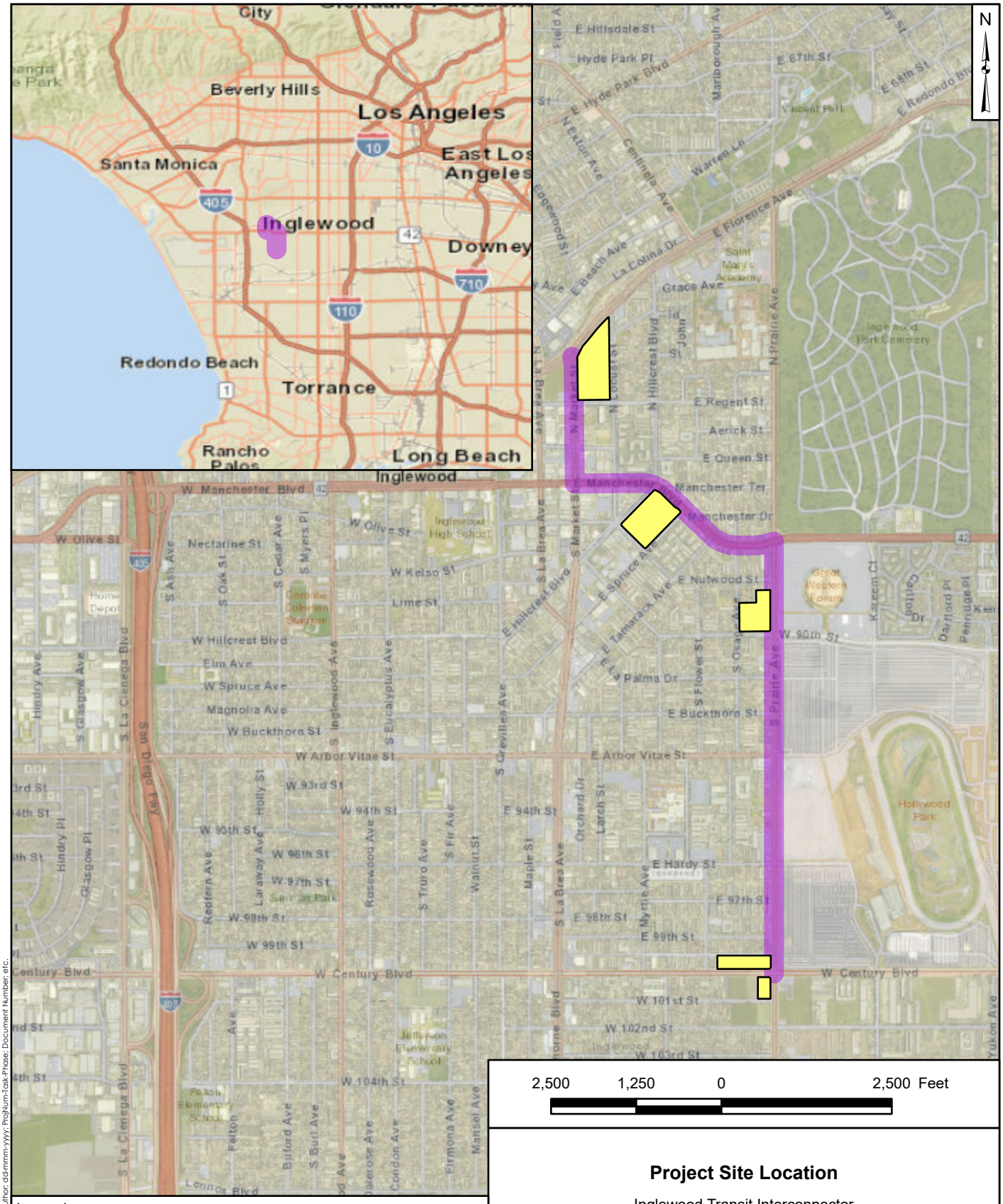
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Figure 1: Project Site Location
Figure 2: Geologic Map
Figure 3: Regional Fault and Historical Earthquake Epicenter Map

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

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Inglewood Transit Connection Alignment

Proposed Maintenance and Storage Facility Location

Fault

af
Qs
Qbs
Qa

SURFICIAL SEDIMENTS

Unconsolidated detrital sediments; generally undissected

af *Artificial cut and fill*

Qs/Qbs *Beach sand*

Qa *Alluvial gravel, sand and silt-clay, derived mostly from Santa Monica Mountains; includes gravel and sand of stream channels*

Qae
Qop
Qoa

OLDER SURFICIAL SEDIMENTS

Unconsolidated to weakly consolidated alluvial sediments, dissected where elevated; late Pleistocene age

Qae *Alluvial fan sediments of granitic sand at West Hollywood, derived from adjacent Santa Monica Mountains*

Qop *Paleosoil in Baldwin Hills (Fox Hills residual paleosoil of Weber et al. 1982), gray to rusty brown, sandy, locally pebbly, moderately indurated "hardpan" on* **Qoa**

Qoa *Older alluvium of gray to light brown pebble-gravel, sand, silt and clay derived from Santa Monica Mountains; slightly consolidated; in Baldwin Hills designated as Baldwin Hills sandy gravel by Weber et al, 1982, where it is much dissected and eroded*

Notes:

The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Geologic Base Map Source:

Dibblee, T.W., and Minch, J.A., 2007, Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-322, scale 1:24,000.

1,200 600 0 1,200 Feet

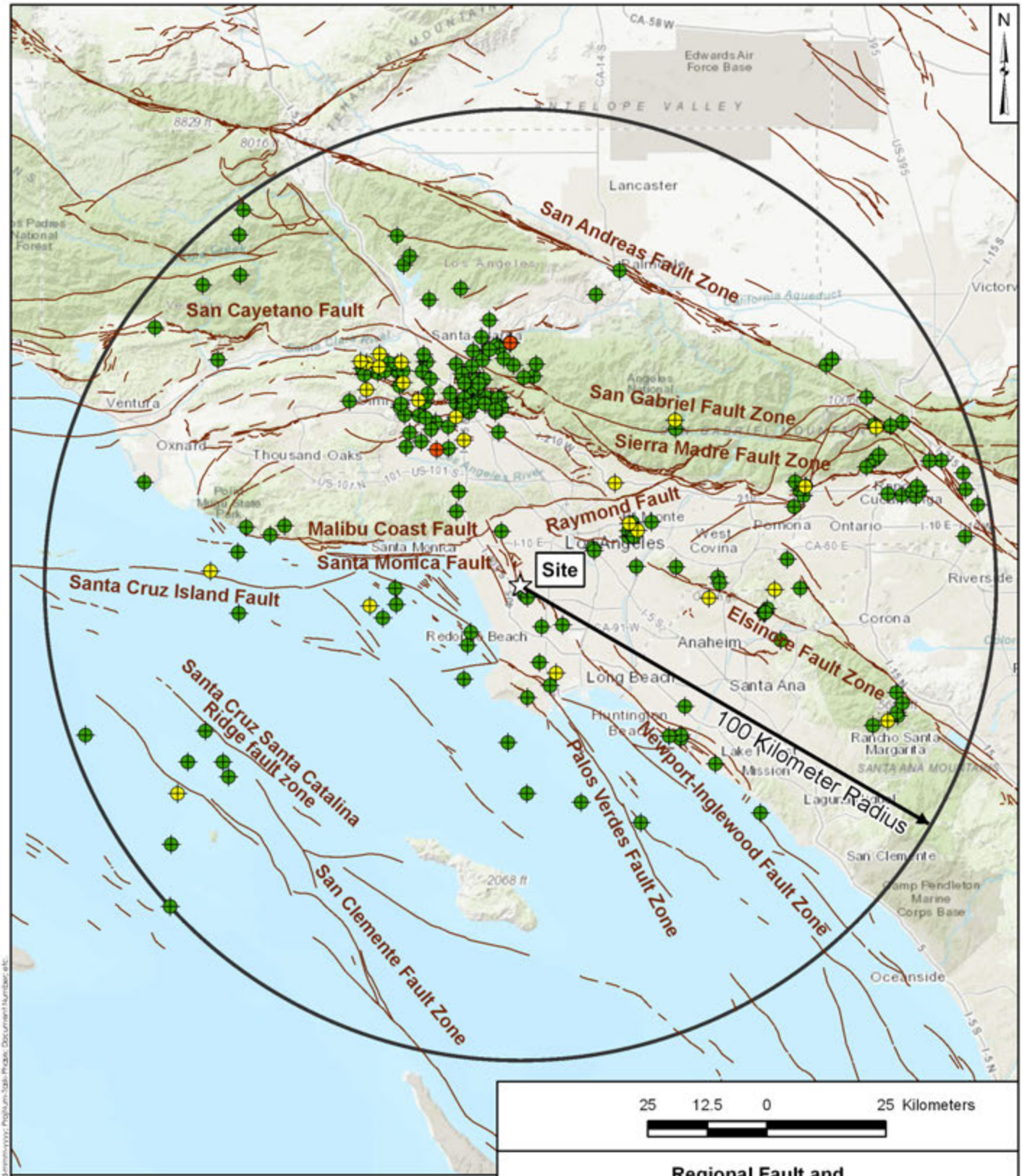
Geologic Map

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 2



Regional Fault and Historical Earthquake Epicenter Map

Inglewood Transit Interconnector
Inglewood, California

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Figure 3

APPENDIX F

Hazardous Material Assessment Technical Memorandum

Geosyntec consultants

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3 July 2018

John Thomason
Senior Project Manager
Meridian Consultants
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Subject: **Inglewood Transit Connector**
Hazardous Material Assessment and Hazard and Hazardous Materials Technical Memorandum

Dear Mr. Thomason:

Geosyntec Consultants (Geosyntec) has prepared *Hazardous Material Assessment* and *Hazard and Hazardous Materials* technical memorandums at your request for the above referenced project and are being delivered as attachment to this letter.

Should you have any questions or need additional information please do not hesitate to contact Mital Desai (mdesai@geosyntec.com) at (626)788-4634.

Sincerely,

Mital Desai
Senior Professional

Jane Besch
Principal

Attachment A: Hazardous Material Assessment
Attachment B: Hazard and Hazardous Materials

ATTACHMENT A
Hazardous Material Assessment

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Inglewood Transit Connector
Technical Memorandum
Hazardous Material Assessment

1. INTRODUCTION

Geosyntec Consultants (Geosyntec) has prepared this Hazardous Materials Assessment (HMA) Technical Memorandum for the City of Inglewood (City) in support of planning for an automated people mover (APM) system (approximately 1.8-mile in length) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via Market Street and Manchester Boulevard in the City of Inglewood (referred to as the Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five potential Intermodal Transit Facility (ITF) and Maintenance and Storage Facilities (MSF) locations. The results of this HMA will be used in the preparation of the Hazard and Hazardous Materials study, the results of which will be included in the Project Initial Study.

2. PROJECT DESCRIPTION

The proposed rail alignment and the five ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at the Market Street North Connection with the Los Angeles Metro Crenshaw/LAX Line), West Manchester Boulevard, and North Prairie Avenue. The proposed project terminates at West Century Boulevard at the LASED mixed-use development as shown in Figure 1. The entire rail alignment and the ICS are currently planned to be elevated. In addition, five[1] sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as the Project Site.

3. SCOPE OF HMA

The scope of the HMA was limited to a desk-top review of electronic and readily- available government and regulatory agency database files for the Project Site and present the findings in this HMA Technical Memorandum. An environmental database report prepared by Environmental Database Resources, Inc. [EDR[2]] was obtained and reviewed for local, state and federal listing of the Project Site. The goal of the HMA was to perform a screening-level evaluation to identify potential subsurface (in soil and/or groundwater) environmental impacts occurring from a past, current, or potential future release of hazardous substances and/or petroleum products at the Project Site (referred to as Environmental Impact).

---

[1] It is our understanding that the actual ITF/MSF facilities will be shortlisted from these five sites.
[2] Provided as Appendix A.

4. SUMMARY OF PERTINENT FINDINGS

Oil Field Related

Portions of the Project Site are located within the boundary of the Potrero Oil and Gas Field which included historic oil and gas exploration and production activities (Figure 2). Development within former oil and gas fields, such as considered for the Project Site, is a common undertaking in Los Angeles County with prescribed regulations and assessment and cleanup methods, as needed. The following describes potential oilfield-related Environmental Impacts identified for the Project Site:

- The State of California, Division of Oil, Gas, and Geothermal Resources (DOGGR) database indicates the presence of plugged oil and gas wells in the vicinity[3] of the proposed ITF/MSF Sites 2 and 3 (Figure 2). Based on the preliminary review, these wells are not located on the Project Site. If Site 2 and 3 are identified to be a location for ITF/MSF, then these wells should be evaluated in accordance with the current DOGGR regulations.
- Contaminants frequently associated with oil and gas activities include crude oil, refined petroleum products, drilling mud, metals, polychlorinated biphenyls (PCBs), pesticides and volatile organic compound (VOCs) impacts in soil and soil vapor. Potential sources for these contaminants include oil wells, well cellars, pumps, pipes, sumps, storage tanks, separators, transformers and application of petroleum products/crude oil (likely containing PCBs and pesticides) for dust/weed control. Since the Project Site areas are already developed, such on-site issues may have been addressed during its development. However, if such issues are encountered, then they will be addressed in accordance with applicable regulations.
- The subsurface conditions in the vicinity of the Project Site may also include naturally-occurring methane and hydrogen sulfide gas associated with underlying and nearby oil and gas fields. After shortlisting the locations for ITF/MSF, methane investigation/mitigation should be evaluated according to the applicable regulations.

EDR Database

The following describes specific findings for each portion of the Project Site:

- Rail alignment: The area of the alignment (Figure 1) was not found in the EDR database understandably because it is within the public ROW, therefore, Environmental Impact was not identified within this area resulting from its[4] operation.

[3] The DOGGR database acknowledges oil and gas well locations are approximate, thus an accurate determination of the well locations is needed to assess whether an abandoned oil well is located within the Project Site.
[4] However, there is a potential for Environmental Impacts from off-site sources.

- Site 1 (200 to 270[5] North Market Street, 330 East Florence Avenue): This facility (under various business names) was found in multiple databases that indicate its former use as gas station/automobile repair and dry cleaner operations. Site 1 was identified in the EDR Exclusive Historical Auto Stations (EDR Hist Auto) and EDR Exclusive Historical Dry Cleaners (EDR Hist Cleaner) lists. It was further found in databases such as Resource Conservation and Recovery Act (RCRA) Small Quantity Generator[6] (SQG), Facility Index System/Facility Registry System (FINDS[7]), and Enforcement and Compliance History information (ECHO) indicating generation and disposal of hazardous material. A CVS store is currently located at this location and is listed as a RCRA Large Quantity Generator[8] (LQG) that generates alkaline and acidic solutions, other inorganic solid waste, unspecific solvent mixture, pharmaceutical waste, ignitable waste, chromium, mercury, selenium, m-cresol, nicotine, 2-propanone, acetone, cyclohexane, lindane, selenium sulfide and various other organic chemicals. The site previous uses as a dry cleaner and a gas station may have caused Environmental Impact. Further the hazardous waste storage area(s) of the current CVS may also have caused an Environmental Impact.
- Site 2 (500 and 510 East Manchester Boulevard): This facility currently operates as Vons supermarket that also includes Vons Fuel Station # 2502 in addition to other amenities. This facility was listed in the Underground Storage Tank (UST) database. This facility is also a former Sears Auto Center and was found on the Leaking Underground Storage Tank (LUST) and Hazardous Waste & Substances Site List (HIST CORTESE[9]) database and has been reported to have a gasoline release in soil that was discovered during tank closure activities in 1987. The case was reportedly closed by the Los Angeles Region, Regional Water Quality Control Board (LARWQCB) in 1996. Other documentation describing the release, investigation and remediation was not available. This facility is also listed in FINDS, LOS ANGELES CO. HMS[10], Facility and Manifest Data (HAZNET, for disposal of organic and inorganic solid waste), California Hazardous Material Incident Report System (CHMIRS, for an accidental customer release of gasoline), RCRA SQG, Statewide

[5] Even numbers only.
[6] generates more than 100 and less than 1000 kg of hazardous waste during any calendar month; or generates less than 1 kg of acutely hazardous waste during any calendar month.
[7] This database supports the RCRA program through the tracking of events and activities related to facilities that generate, transport and treat, store, or dispose of hazardous waste.
[8] generates 1,000 kg or more of hazardous waste during calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month.
[9] The sites in this list are designated by the State Water Resource Control board [i.e. LUST sites], the Integrated Waste Board [i.e. active, closed and inactive landfills, SWF/LF], and the Department of Toxic Substances Control [i.e. sites contain potential or confirmed hazardous substance release, CALSITES]. This listing is no longer updated by the state agencies.
[10] A listing from Los Angeles County, Department of Public Works for sites that generate industrial waste and UST sites.

Environmental Evaluation and Planning System UST (SWEEPS UST[11]), Historical Substance Storage Container (HIST UST[12], for storing waste oil), FINDS and ECHO. Its current operation as a gas station may have caused an Environmental Impact.

- Site 3 (501 South Prairie Avenue): This facility was not found in EDR databases therefore; Environmental Impact was not identified within Site 3 resulting from its[13] operation.
- Site 4 (4015 West Century Boulevard, 4055 West Century Boulevard): A portion of the facility is currently operated as an auto shop and a Chevron gas station and was found in databases such as UST, RCRA LQG (for disposal of ignitable waste, benzene), FINDS, and ECHO. The facility is also found in the EDR Hist Auto database for presence of a gas station/automotive repair shop in the past. The site operation (both historical and current) as a gas station/automotive repair shop may have caused an Environmental Impact.
- Site 5 (10023 S. Prairie Ave., 4000 W. Century Blvd): This facility was found on HIST CORTESE, SWEEP UST, LOS ANGELES Co. HMS., Facility Inventory Database (CA FID UST) as well as LUST (under the business of former UNOCAL # 5050 station) where gasoline had potentially contaminated the groundwater. The case was closed by the LARWQCB in 1996. This site was also found in EDR Hist Cleaners, EDR Hist Auto, and HIST UST databases. The site operation as a dry cleaner and gas station (the exact location of the operation is unknown) may also have caused an Environmental Impact.

5. SUMMARY

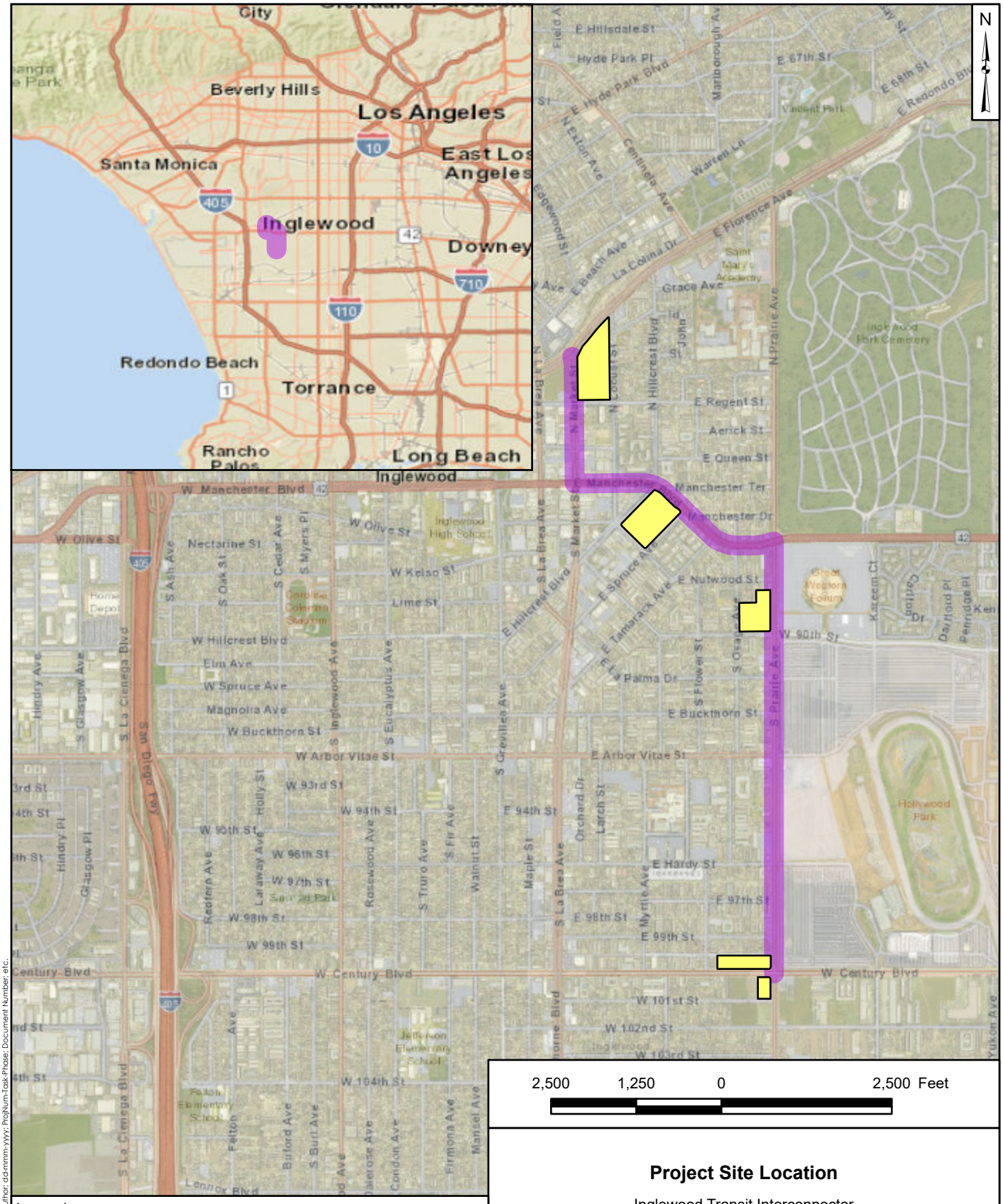
Geosyntec has performed the HMA in accordance with the approved scope discussed in Section 3 and found a number of issues that has the potential to cause an Environmental Impact to the Project Site. These issues are limited to MSF/ITF potential locations; no issues exist within the rail alignment itself. These issues would be further evaluated/addressed in accordance with industry standard and applicable local, state and federal regulations once the MSF/ITF locations are determined.

Figure 1: Project Site Location
Figure 2: Project Site Layout

Appendix A: EDR Report

[11] This listing is no longer maintained.
[12] This database contains a list of historical UST sites.
[13] However, there is a potential for Environmental Impacts from off-site sources.

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

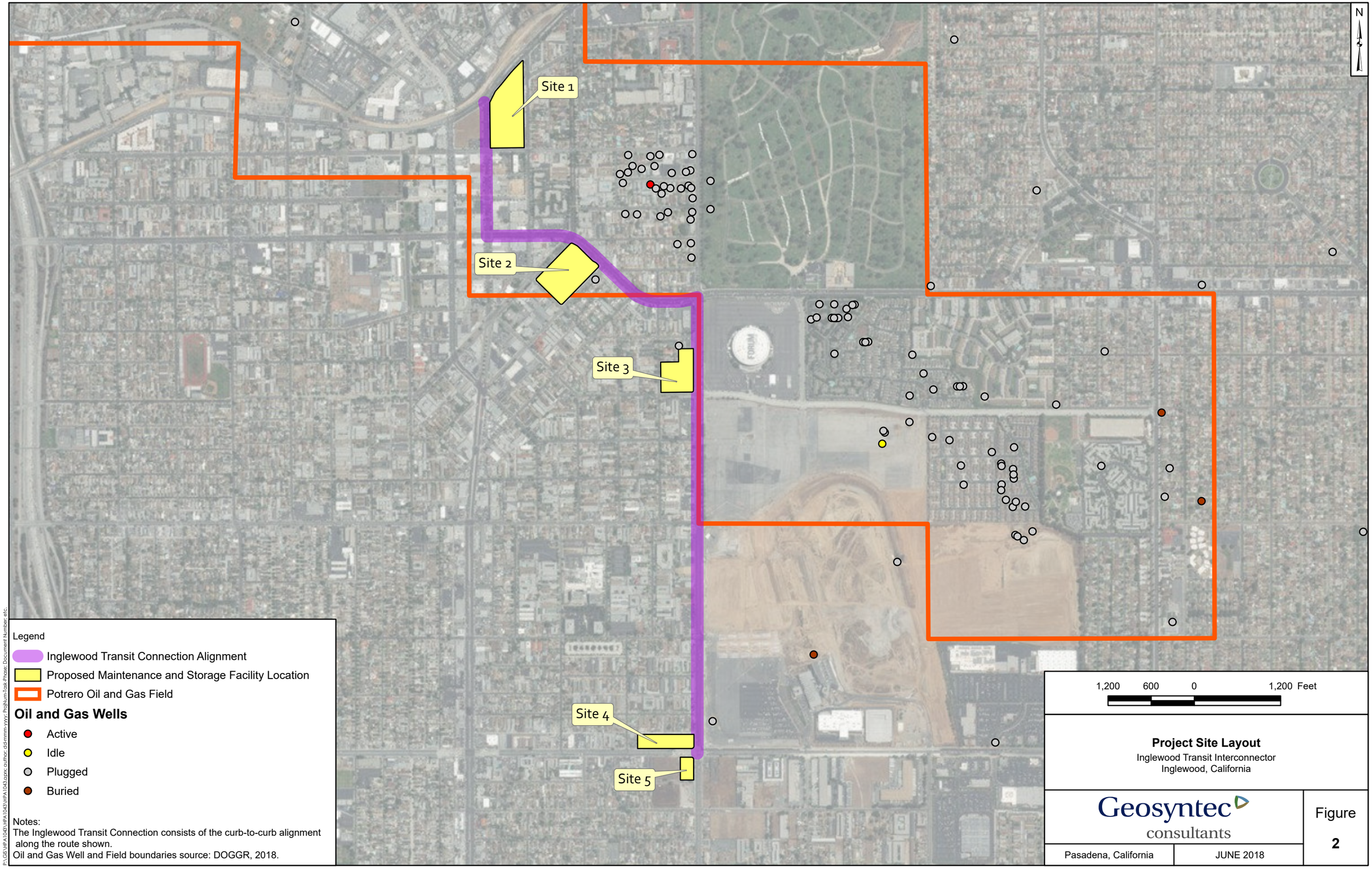
Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

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Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location
- Potrero Oil and Gas Field

Oil and Gas Wells

- Active
- Idle
- Plugged
- Buried

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.
Oil and Gas Well and Field boundaries source: DOGGR, 2018.

Project Site Layout
Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 2

P:\GIS\HPA\1043\HPA1043\HPA1043.aprx; author: dd-mmm-yyyy; ProjNum-Task-Phase; Document Number; etc.

Appendix

Inglewood Transit Interconnector
Manchester Blvd/Prairie Ave
Inglewood, CA 90301

Inquiry Number: 5328772.2s
June 11, 2018

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

COORDINATES

Latitude (North):	33.9597900 - 33° 57' 35.24''
Longitude (West):	118.3440190 - 118° 20' 38.46''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	375817.2
UTM Y (Meters):	3758317.0
Elevation:	155 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640440 INGLEWOOD, CA
Version Date:	2012
West Map:	5640438 VENICE, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	CARRIAGE CLEANER, SU	246 N. MARKET ST.	EMI	Lower	1 ft.
A2	SENILK INC	246 N MARKET	EDR Hist Cleaner	Lower	1 ft.
A3	CARRIAGE CLEANER	246 N MARKET ST	DRYCLEANERS	Lower	1 ft.
A4	SUTTON GEO M	227-261 N MARKET	EDR Hist Auto	Lower	1 ft.
A5	APPLE ONE HOUR PHOTO	228 N MARKET ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1 ft.
B6	CARR P C	166 N MARKET	EDR Hist Cleaner	Lower	1 ft.
A7	STANDARD STATIONS IN	235 N MARKET	EDR Hist Auto	Lower	1 ft.
A8	CARRIAGE CLEANERS	246 N MARKET BLVD	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
A9	CARRIAGE CLEANER	246 N MARKET ST	DRYCLEANERS	Lower	1 ft.
A10	CARRIAGE CLEANERS	246 N MARKET ST	DRYCLEANERS, EMI	Lower	1 ft.
A11	WALKER A L	232 N MARKET ST	EDR Hist Auto	Lower	1 ft.
C12	BRUNO'S	450 E MANCHESTER BLV	SWEEPS UST	Lower	1 ft.
D13	VONS FUEL STATION 25	510 E MANCHESTER BLV	HAZNET, LOS ANGELES CO. HMS	Lower	1 ft.
E14	LECESSE NICK	830 E MANCHESTER BLV	EDR Hist Auto	Lower	1 ft.
C15		SOUTH LOCUST STREET	CHMIRS	Lower	1 ft.
C16	INGLEWOOD HEALTHCARE	100 S HILLCREST BLVD	HAZNET	Lower	1 ft.
C17	INSTANT PRINT OF ING	425 E MANCHESTER BLV	FINDS	Lower	1 ft.
D18		510 EAST MANCHESTER	CHMIRS	Lower	1 ft.
F19	WILSON S DICK CLEANE	144 S MARKET	EDR Hist Cleaner	Lower	1 ft.
F20	THE NEW WORLD	155 SO MARKET ST	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
D21	VONS FUEL CENTER #25	510 E MANCHESTER BLV	UST	Lower	1 ft.
D22	VONS FUEL CENTER - I	510 E MANCHESTER BLV	FINDS	Lower	1 ft.
D23	SEARS AUTO CENTER (F	500 MANCHESTER BLVD	LUST, HIST CORTESE	Lower	1 ft.
G24	HOLLYWOOD PARK	1050 PRAIRIE AVE	ICIS	Lower	1 ft.
H25	HOLLYWOOD PARK OPERA	1050 S PRAIRIE AV	EMI	Lower	1 ft.
G26	HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	RCRA-LQG	Lower	1 ft.
H27	HOLLYWOOD PARK	1050 S PRAIRIE AVE	US AIRS, FINDS, ECHO	Lower	1 ft.
I28	HOLLYWOOD PARK MIXED	NORTHEAST CORNER OF	CIWQS	Lower	1 ft.
J29	HI-TECH CLEANERS	911 S PRAIRIE AVE	DRYCLEANERS, EMI	Lower	1 ft.
K30	HOLLYWOOD PARK	1150 PRAIRIE AVE	HIST FTTS	Lower	1 ft.
H31	HOLLYWOOD PARK	1050 N PRAIRIE AVE	SWEEPS UST	Lower	1 ft.
L32	PRESTIGE AUTO REPAIR	1201 S PRAIRIE AVE	HAZNET, LOS ANGELES CO. HMS	Lower	1 ft.
H33	SOUTHERN CAL EQUINE	1050 PRAIRIE AVE	HAZNET	Lower	1 ft.
H34	HOLLYWOOD PARK RACE	1050 S PRAIRIE AVE	CPS-SLIC, UST, BROWNFIELDS, HIST UST, DRYCLEANERS,.	Lower	1 ft.
I35		CENTURY BLVD/PRAIRIE	CHMIRS	Lower	1 ft.
L36	PRO TIRES	1201 S PRAIRIE AVE	EDR Hist Auto	Lower	1 ft.
G37	HOLLYWOOD PARK OPERA	1050 S PRAIRIE AVE	DRYCLEANERS	Lower	1 ft.
G38	1050 S PRAIRIE AVE	1050 S PRAIRIE AVE	CIWQS	Lower	1 ft.
J39	HI TECH CLEANERS	911 S PRAIRISE	RCRA-SQG, FINDS, ECHO	Lower	1 ft.

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
H40	HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	HIST FTTS	Lower	1 ft.
H41	HOLLYWOOD PARK OPERA	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
G42	CHURCHILL DOWNS CA	1050 S PRAIRIE AVE	CIWQS	Lower	1 ft.
H43		1050 S. PRAIRIE AVEN	CHMIRS	Lower	1 ft.
K44	HOLLYWOOD PARK	1150 PRAIRIE AVE	FTTS	Lower	1 ft.
L45	SAM SCHWARTZ PRAIRE	1201 S PRAIRE AVE	SWEEPS UST	Lower	1 ft.
H46	HOLLYWOOD PARK	1050 S PRAIRIE AVE	LOS ANGELES CO. HMS, WDS	Lower	1 ft.
J47	HI-TECH CLEANERS #2	911 S PRAIRIE AVE	HAZNET	Lower	1 ft.
H48	CHURCHILL DOWNS CALI	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
J49	HI-TECH CLEANERS	911 S PRAIRIE AVE	EDR Hist Cleaner	Lower	1 ft.
G50	HOLLYWOOD PARK	1050 PRAIRIE	CIWQS	Lower	1 ft.
H51	HOLLYWOOD PARK RACET	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
J52	HI-TECH CLEANERS #2	911 S PRAIRIE AVE	DRYCLEANERS, HAZNET	Lower	1 ft.
J53	JC YEPEZ	911 S. PRAIRIE, AVE	DRYCLEANERS	Lower	1 ft.
H54	CHURCHILL DOWNS CALI	1050 S PRAIRIE AVE	EMI	Lower	1 ft.
H55	HOLLYWOOD PARK	1050 SOUTH PRAIRIE A	ENF, CIWQS	Lower	1 ft.
H56	BP PIPELINES & LOGIS	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
J57	7-ELEVEN INC. STORE	913 S PRAIRIE AVE	FINDS	Lower	1 ft.
G58	HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	RCRA-LQG	Lower	1 ft.
H59	HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	FTTS	Lower	1 ft.
K60	TRI-STATE GASOLINE	1205 S PRAIRIE	EDR Hist Auto	Lower	10, 0.002, South
G61	NORGE TOWN/COTTON CL	1041 S PRAIRIE AVE #	DRYCLEANERS	Lower	11, 0.002, South
G62	NORGETOWN PLAZA CLEA	1041 S PRAIRIE AVE	EDR Hist Cleaner	Lower	11, 0.002, South
G63	BEST WESTERN EQUIPME	1041 S PRAIRIE AVE #	RCRA NonGen / NLR, FINDS, ECHO	Lower	11, 0.002, South
G64	NORGESTOWN CLEANERS	1041 S PRAIRIE AVE #	DRYCLEANERS	Lower	11, 0.002, South
G65	NORGE TOWN PLAZZA CL	1041 S PRAIRIE AVE #	DRYCLEANERS	Lower	11, 0.002, South
G66	NEAL C R	1055 S PRAIRIE AV	EDR Hist Auto	Lower	11, 0.002, South
M67	BOUTIQUE	338 EAST MANCHESTER	SWEEPS UST, HIST UST	Lower	11, 0.002, WNW
M68	FOSTER BROS	356 E MANCHESTER B	EDR Hist Auto	Lower	11, 0.002, WNW
M69	MILLER BENJ	310 E MANCHESTER A	EDR Hist Cleaner	Lower	12, 0.002, WNW
B70	COMISTACI PAUL	136 N MARKET	EDR Hist Cleaner	Lower	15, 0.003, WNW
B71	ADLER FRANK R CO	204 N MARKET	EDR Hist Auto	Lower	21, 0.004, NW
F72	KELLER T D	203 S MARKET	EDR Hist Auto	Lower	22, 0.004, WNW
F73	COURY S A	203 S MARKET	EDR Hist Cleaner	Lower	22, 0.004, WNW
N74	QUIK N SPLIT	601 S PRAIRIE AVE	UST, LOS ANGELES CO. HMS	Lower	25, 0.005, South
N75	QUICK AND SPLIT JR M	601 S PRAIRIE	HIST UST	Lower	25, 0.005, South
N76	QUIK N SPLIT	601 S PRAIRE AVE	SWEEPS UST	Lower	25, 0.005, South
N77	MILES KOYNE L	601 S PRAIRIE	EDR Hist Auto	Lower	25, 0.005, South
O78	STANDARD OIL CO	100 N MARKET ST	EDR Hist Auto	Lower	26, 0.005, WNW

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
J79	SUPER LAUNDRY	837 S PRAIRIE AVE	EDR Hist Cleaner	Lower	26, 0.005, South
C80	RUSS MOBIL SERVICE	400 E MANCHESTER BLV	EDR Hist Auto	Lower	26, 0.005, WNW
D81	SIMONS MINI MARKET	501 E MANCHESTER BLV	LUST, UST, SWEEPS UST, HIST UST, ENF, HAZNET, HIST...	Lower	27, 0.005, WNW
D82	TARMO & LA ROSA TEXA	501 E MANCHESTER BLV	EDR Hist Auto	Lower	27, 0.005, WNW
C83	STANLEY W M	420 E MANCHESTER B	EDR Hist Auto	Lower	31, 0.006, WNW
N84	AIRPORT PARK HOTEL F	600 PRAIRIE AVE S	LUST	Lower	34, 0.006, South
N85	PINCAY RE LLC	600 S PRAIRIE	RCRA-LQG	Lower	34, 0.006, South
N86	PINCAY 60-ACRE PROPE	600 S PRAIRIE AVE	UST	Lower	34, 0.006, South
F87	KELLER T D	201 S MARKET LN	EDR Hist Auto	Lower	42, 0.008, WNW
P88	REGAL CLEANERS	700 E MANCHESTER	DRYCLEANERS	Lower	43, 0.008, West
P89	REGAL CLEANERS	700 E MANCHESTER BLV	DRYCLEANERS	Lower	43, 0.008, West
P90	REGAL CLEANERS	700 E MANCHESTER BLV	EDR Hist Cleaner	Lower	43, 0.008, West
D91	VONS 502	500 E MANCHESTER BLV	RCRA-SQG, SWEEPS UST, HIST UST, FINDS, ECHO	Lower	43, 0.008, WNW
D92	2502 VONS A SAFEWAY	500 E MANCHESTER BLV	UST	Lower	43, 0.008, WNW
F93	WISE TIRE CO	200 S MARKET	EDR Hist Auto	Lower	45, 0.009, WNW
I94	UNOCAL #5050 (FORMER	4000 CENTURY BLVD W	LUST, SWEEPS UST, CA FID UST, HIST CORTESE, LOS...	Lower	46, 0.009, South
I95	COIN LAUNDRY	10023 S PRAIRIE AVE	EDR Hist Cleaner	Lower	46, 0.009, South
B96	BENTON N T	303 E REGENT ST	EDR Hist Auto	Lower	53, 0.010, NW
E97	STANDARD STATIONS IN	831 E MANCHESTER BLV	EDR Hist Auto	Higher	53, 0.010, NW
B98	BENDON I G	304 E REGENT	EDR Hist Auto	Lower	54, 0.010, NW
O99	INGLEWOOD DYE WORKS	112 N MARKET	EDR Hist Cleaner	Lower	66, 0.013, WNW
F100	HONAKER NASH MOTOR C	223 S MARKET	EDR Hist Auto	Lower	68, 0.013, WNW
C101	GILES D I	206 S LOCUST	EDR Hist Auto	Lower	80, 0.015, WNW
B102	MOORE R L	205 N MARKET	EDR Hist Cleaner	Lower	82, 0.016, NW
A103	TRINITY BUILDING - E	301 FLORENCE	CPS-SLIC	Lower	89, 0.017, NW
F104	STADLER R J	216 S MARKET	EDR Hist Auto	Lower	106, 0.020, WNW
J105	TONY'S MOBIL SERVICE	901 S PRAIRIE	EDR Hist Auto	Lower	114, 0.022, South
O106	BENDON I G	304 E QUEEN	EDR Hist Auto	Lower	118, 0.022, WNW
I107	CHEVRON 206907	4015 W CENTURY BLVD.	RCRA-LQG, FINDS, ECHO	Lower	127, 0.024, South
I108	CHEVRON STATIONS INC	4015 W CENTURY BLVD	EDR Hist Auto	Lower	127, 0.024, South
I109	CHEVRON USA SS 20690	4015 W CENTURY BLVD	UST	Lower	127, 0.024, South
O110	RED CAP CLEANERS AND	306 E QUEEN	EDR Hist Cleaner	Lower	129, 0.024, WNW
O111	COURY S A	308 E QUEEN	EDR Hist Cleaner	Lower	140, 0.027, WNW
Q112	DIAGNOSTIC IMAGING C	110 S LA BREA AVE ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	168, 0.032, WNW
R113	WILSON GO GET EM	225 S MARKET	EDR Hist Cleaner	Lower	181, 0.034, WNW
F114	COURY SAML	231 E MANCHESTER A	EDR Hist Cleaner	Lower	184, 0.035, WNW
I115	SERVICE STATION 5050	4000 W CENTURY BLVD	HIST UST	Lower	188, 0.036, South
I116	YOONS UNION SERVICE	4000 W CENTURY BLVD	EDR Hist Auto	Lower	188, 0.036, South
C117	FIRESTONE STORE 2735	401 EAST HILLCREST	HIST UST	Lower	214, 0.041, WNW

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
O118	GIL'S CLEANERS	312 E QUEEN	EDR Hist Cleaner	Lower	247, 0.047, WNW
O119	GIL'S CLEANERS	312 E QUEEN ST	DRYCLEANERS	Lower	247, 0.047, WNW
S120	YOUNG N W	215 E REGENT	EDR Hist Cleaner	Lower	251, 0.048, WNW
S121	BUFFINGTON PONTIAC C	204 N LA BREA AV	EDR Hist Auto	Lower	251, 0.048, NW
S122	INGLEWOOD SERVICE GA	214 N LA BREA AV	EDR Hist Auto	Lower	251, 0.048, NW
R123	BAUM C L	202 E MANCHESTER B	EDR Hist Auto	Lower	253, 0.048, WNW
124	AFTON FRANK H CO	240 N MARKET	EDR Hist Auto	Higher	284, 0.054, NW
O125	THOMPSON ANNA MRS	341 E QUEEN	EDR Hist Cleaner	Lower	305, 0.058, WNW
T126	CVS PHARMACY #9578	3120 IMPERIAL HIGHWA	RCRA-LQG	Lower	307, 0.058, WNW
U127	LOS ANGELES AIRPORT	25R S LOCUST ST	UST	Lower	307, 0.058, WNW
V128	FUJITA CORPORATION	230 LA BREA AVE. N.	LUST	Lower	312, 0.059, NW
T129	THE NEW WORLD JEWELE	170 S LABREA AVE	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	318, 0.060, WNW
130	CVS PHARMACY #8837	222 NORTH MARKET STR	RCRA-LQG	Higher	319, 0.060, NW
S131	UNION OIL SERVICE	220 N LA BREA AVE	EDR Hist Auto	Lower	325, 0.062, NW
W132	MTA	317 FLORENCE AVE E	LUST	Lower	330, 0.062, NW
W133	LA COUNTY METROPOLIT	317 E FLORENCE AVE	UST	Lower	330, 0.062, NW
U134	GINTER M G	424 E QUEEN	EDR Hist Cleaner	Lower	334, 0.063, WNW
Q135	DELUXE CLEANERS & DY	104 S LA BREA AVE	EDR Hist Cleaner	Lower	347, 0.066, WNW
S136	LONG E W	208 N LA BREA	EDR Hist Auto	Lower	354, 0.067, NW
S137	BUFFINGTON MOTORS	200 N LABREA AVE	RCRA-SQG, FINDS, ECHO	Lower	358, 0.068, WNW
S138	FORMERLY JIM LYNCH C	200 N LA BREA	CA FID UST	Lower	358, 0.068, WNW
S139	INGLEWOOD REDEVELOPM	200 N LA BREA AVE	UST, LOS ANGELES CO. HMS	Lower	358, 0.068, WNW
U140	EMPTY LOT	111 N LOCUST ST	UST	Lower	368, 0.070, NW
U141	SENIOR CENTER SITE	111 N LOCUST ST	UST	Lower	368, 0.070, NW
V142	WALGREENS #6413	230 N LA BREA AVE	RCRA-CESQG	Lower	372, 0.070, NW
S143	RPM CLEANERS	212 E REGENT	EDR Hist Cleaner	Lower	380, 0.072, WNW
X144	GRAY'S LAUNDERALL	146 1/2 N LA BREA AV	EDR Hist Cleaner	Lower	383, 0.073, WNW
Y145	INDIA RUG CLEANERS	253 N LA BREA AVE	EDR Hist Cleaner	Lower	401, 0.076, NW
T146	DURYER'S SHELL SERVI	201 S LA BREA	EDR Hist Auto	Lower	427, 0.081, WNW
Y147	BUSY BEE QUICK SERVI	106 W FLORENCE AVE	EDR Hist Auto	Lower	434, 0.082, NW
R148	WEARING E C	304 NUTWOOD	EDR Hist Auto	Lower	452, 0.086, West
Y149	ANTHONYS PAINT AND B	259 N LA BREA	RCRA-SQG	Lower	465, 0.088, NW
W150	HONGS SHELL SERVICE	330 E FLORENCE AVE	EDR Hist Auto	Higher	477, 0.090, NW
X151	SOUTHERN CALIFORNIA	111 NORTH LABREA AVE	RCRA NonGen / NLR, FINDS, ECHO	Lower	482, 0.091, WNW
V152	KLEIN C W	250 N LA BREA AV	EDR Hist Auto	Lower	488, 0.092, NW
Z153	PRO LAB	300 S MARKET ST	RCRA-SQG	Lower	489, 0.093, West
Z154	FOTJCH JAMLB RP	300 S MARKET ST	EDR Hist Auto	Lower	489, 0.093, West
Z155	PROLAB 1 HOUR PHOTO	300 S MARKET ST	RCRA-SQG, FINDS, ECHO	Lower	489, 0.093, West
Z156	MODE CLEANERS & DYER	300 S MARKET	EDR Hist Cleaner	Lower	489, 0.093, West

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
T157	CONCORD CLEANERS	113 E MANCHESTER BLV	EDR Hist Cleaner	Lower	499, 0.095, WNW
T158	FAMILY CLEANERS	113 E MANCHESTER	FINDS, ECHO, DRYCLEANERS	Lower	499, 0.095, WNW
T159	CONCORD CLEANERS	113 E MANCHESTER	RCRA-SQG	Lower	499, 0.095, WNW
T160	CONCORD CLEANERS, FA	113 E MANCHESTER	DRYCLEANERS	Lower	499, 0.095, WNW
T161	FAMILY CLEANERS, CHO	113 E MANCHESTER	DRYCLEANERS	Lower	499, 0.095, WNW
V162	GARDNER W H	270 N LA BREA AV	EDR Hist Auto	Lower	511, 0.097, NW
AA163	EVER SOFT DRY CLEANE	218 E NUTWOOD ST	EDR Hist Cleaner	Lower	516, 0.098, West
AA164	EVERSOFT DRY CLEANER	218 E NUTWOOD ST	DRYCLEANERS	Lower	516, 0.098, West
AA165	EVERSOFT DRY CLEANER	218 E NUTWOOD AVE	DRYCLEANERS	Lower	516, 0.098, West
AB166	SPARLING BUICK	217 N LA BREA AVE	SWEEPS UST, HAZNET, LOS ANGELES CO. HMS	Lower	530, 0.100, WNW
AB167	SPARLING G F	217 N LA BREA AV	EDR Hist Auto	Lower	530, 0.100, WNW
168	AMERICAN AUTOMOTIVE	4055 W CENTURY BLVD	EDR Hist Auto	Lower	532, 0.101, South
T169	WOWSJ MART	145 E MANCHESTER BLV	RCRA NonGen / NLR, FINDS, ECHO	Lower	546, 0.103, WNW
T170	UNION OIL SERVICE ST	145 E MANCHESTER BLV	HIST UST	Lower	546, 0.103, WNW
T171	SAMHANS MART VALERO	145 E MANCHESTER BLV	SWEEPS UST, HIST UST, LOS ANGELES CO. HMS	Lower	546, 0.103, WNW
T172	DICKS UNION SERVICE	145 E MANCHESTER	EDR Hist Auto	Lower	546, 0.103, WNW
T173	LIM'S TEXACO	145 E MANCHESTER BLV	UST, LOS ANGELES CO. HMS	Lower	546, 0.103, WNW
174	DELKAY PLASTICS CORP	200 E BEACH AVE	SEMS-ARCHIVE	Lower	565, 0.107, NW
Z175	WALKER 0 B	320 S MARKET	EDR Hist Auto	Lower	575, 0.109, West
AA176	PACIFIC BELL IGWDCA0	301 S LA BREA AVE	UST, SWEEPS UST, LOS ANGELES CO. HMS	Lower	588, 0.111, West
AA177	PACIFIC BELL	301 S LA BREA	RCRA-SQG, HIST UST, FINDS, ECHO, EMI, HAZNET	Lower	588, 0.111, West
AA178	PACIFIC BELL (A2-104	301 S LABREA	HIST UST	Lower	588, 0.111, West
AA179	J P CLEANERS, JOSE D	253 S LA BREA AVE	DRYCLEANERS	Lower	595, 0.113, West
AA180	PARK LANE CLEANERS	253 S LA BREA	DRYCLEANERS	Lower	595, 0.113, West
AA181	PARK LANE CLEANERS	253 S LA BREA AVE	DRYCLEANERS	Lower	595, 0.113, West
AA182	JP CLEANERS	253 S LA BREA AVE	DRYCLEANERS	Lower	595, 0.113, West
AA183	JB CLEANERS	253 S LA BREA AVE	EDR Hist Cleaner	Lower	595, 0.113, West
AC184	THE FORUM	3900 MANCHESTER BLVD	LUST	Lower	617, 0.117, SE
AC185	GREAT WESTERN FORUM	3900 W MANCHESTER BL	UST, LOS ANGELES CO. HMS	Lower	617, 0.117, SE
AC186	CALIFORNIA SPORTS IN	3900 W MANCHESTER BL	LUST, SWEEPS UST, CA FID UST, EMI, HIST CORTESE,...	Lower	617, 0.117, SE
Z187	DAGGETT H A	310 S MARKET LN	EDR Hist Auto	Lower	620, 0.117, West
188	NEMOY JACOB	104 E QUEEN	EDR Hist Cleaner	Lower	624, 0.118, WNW
Z189	FETSCH L N	312 S MARKET	EDR Hist Cleaner	Lower	625, 0.118, West
AD190	DELGADOS AUTOMOTIVE	300 N LA BREA	RCRA-SQG, HAULERS, FINDS, ECHO, HAZNET	Lower	647, 0.123, NW
AD191	DELGADOS AUTOMOTIVE	300 N LA BREA	EDR Hist Auto	Lower	647, 0.123, NW
Z192	PITSTOP AUTO REPAIR	309 E HILLCREST BLVD	EDR Hist Auto	Lower	648, 0.123, West
AE193	DUKES AUTOMOTIVE SER	10223 S PRAIRIE AVE	EDR Hist Auto	Lower	654, 0.124, South
AE194	NONE	10223 S PRAIRIE	SWEEPS UST, HIST UST	Lower	654, 0.124, South
Z195	FETSCH L N	324 S MARKET	EDR Hist Cleaner	Lower	657, 0.124, West

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
AF196	UNOCAL #1923	145 MANCHESTER BLVD	LUST, HIST CORTESE	Lower	686, 0.130, WNW
AA197	SPARKLING CLEANERS	320 S LA BREA AVE	CA FID UST, DRYCLEANERS, EMI, LOS ANGELES CO. HMS	Lower	692, 0.131, West
198	USPS HILLCREST STATI	300 E HILLCREST BLVD	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	743, 0.141, West
AB199	INGLEWOOD COURTS	1 E REGENT ST	HIST UST	Lower	774, 0.147, WNW
AG200	HALLMARK MOTORS INC	124 W BEACH	RCRA-SQG, FINDS, ECHO	Lower	783, 0.148, NW
AG201	AIRPORT GROUND TRANS	124 W BEACH AVE SEC	RCRA-SQG, FINDS	Lower	783, 0.148, NW
AD202	DICKS AUTO REPAIR	311 N LA BREA AVE	RCRA-SQG, FINDS, ECHO	Lower	786, 0.149, NW
AG203	B AND H TOW	150 W IVY	RCRA-SQG, FINDS, ECHO	Lower	855, 0.162, NW
AG204	B AND H INGLEWOOD TO	150 W IVY	HIST UST	Lower	855, 0.162, NW
AD205	INGLEWOOD CAR WASH	320 N LA BREA AVE	LUST, SWEEPS UST, HIST UST, HIST CORTESE, LOS...	Lower	891, 0.169, NW
AD206	INGLEWOOD CAR WASH	320 LA BREA AVE N	LUST	Lower	891, 0.169, NW
AF207	INGLEWOOD CITY CS	1 MANCHESTER BOULEVA	SWEEPS UST, EMI, ENF, CIWQS	Lower	895, 0.170, WNW
AF208	CITY OF INGLEWOOD-CI	1 W MANCHESTER BLVD	UST	Lower	895, 0.170, WNW
AF209	CITY HALL	ONE MANCHESTER BOULE	HIST UST	Lower	895, 0.170, WNW
AF210	INGLEWOOD HIGH SCHOO	231 S GREVILLEA AVE	RCRA-SQG, ENVIROSTOR, SCH, FINDS, ECHO	Lower	916, 0.173, West
211	CROZIER MIDDLE SCHOO	151 NORTH GREVILLEA	ENVIROSTOR, SCH	Lower	945, 0.179, WNW
AH212	THE FORUM	3900 WEST MANCHESTER	HIST UST	Higher	987, 0.187, East
AH213	THE FORUM	3900 W MANCHESTER BL	HIST UST	Higher	987, 0.187, East
AH214	THE FORUM	3900 WEST MANCHESTER	HIST UST	Higher	987, 0.187, East
AH215	THE FORUM	3900 W MANCHESTER BL	HIST UST	Higher	987, 0.187, East
AI216	QUALITY BUSINESS MAC	233 E HILCREST BLVD	RCRA-SQG, FINDS, ECHO	Lower	1024, 0.194, West
AJ217	MAINTENANCE DEPARTME	416 EDGEWOOD ST	HIST UST	Lower	1057, 0.200, NW
AJ218	INGLEWOOD USD MAINTE	416 N EDGEWOOD ST	HIST UST, HAZNET	Lower	1057, 0.200, NW
219	SUPREME PLATING	330 E BEACH AVE	RCRA-SQG, ENVIROSTOR, FINDS, ECHO	Lower	1097, 0.208, NNW
220	LA COUNTY METROPOLIT	441 E FLORENCE AVE	UST	Higher	1123, 0.213, NNW
AK221	CENTINELA HOSPITAL M	555 E HARDY ST	UST	Lower	1166, 0.221, SSW
AK222	CENTINELA HOSPITAL M	555 E. HARDY STREET	RCRA-LQG, SWEEPS UST, HIST UST, EMI, NPDES, CIWQS	Lower	1166, 0.221, SSW
AL223	ARCO #9645/ FORMER T	4130 CENTURY BLVD W	LUST, HIST CORTESE	Lower	1166, 0.221, SSW
AL224	THRIFTY OIL CO #251	4130 W CENTURY BLVD	SWEEPS UST, CA FID UST, HAZNET, LOS ANGELES CO....	Lower	1196, 0.227, SSW
AL225	ARCO FACILITY NO 096	4130 W CENTURY BLVD	RCRA-SQG, FINDS, ECHO	Lower	1196, 0.227, SSW
AL226	ARCO STN 251	4130 W CENTURY BLVD	HIST UST	Lower	1196, 0.227, SSW
AL227	ARCO PRODUCTS #09645	4130 W CENTURY BLVD	UST, LOS ANGELES CO. HMS	Lower	1196, 0.227, SSW
AI228	ZIONS FIRST NATIONAL	425 S MARKET ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1208, 0.229, WSW
229	MOBIL #11-GJ4	1007 LA BREA	HIST CORTESE	Lower	1233, 0.234, SW
AL230	UNOCAL SS # 6370	4160 W CENTURY BLVD	SWEEPS UST	Lower	1236, 0.234, SSW
231	COATINGS COMPOSITES	10105 DOTY AVE	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1246, 0.236, SSE
AM232	WHALEN ELEMENTARY SC	104TH STREET/105TH S	ENVIROSTOR, SCH	Lower	1326, 0.251, South
AN233	CITY SERVICE CENTER	222 W BEACH AVE	SWF/LF, HIST UST	Lower	1346, 0.255, NW
234	SS #23552	435 LA BREA AVE N	LUST, HIST CORTESE	Lower	1405, 0.266, NW

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
235	BUFFINGTON MOTORS	440 MARKET ST N	LUST, HIST CORTESE	Lower	1430, 0.271, NW
AM236	ROCKVIEW DAIRY FACIL	10411 PRAIRIE AVE	LUST, HIST CORTESE	Lower	1441, 0.273, South
AN237	CITY OF INGLEWOOD MA	222 BEACH AVE W	SWF/LF, LUST, HIST CORTESE	Lower	1462, 0.277, NW
AO238	CENTINELA HOSPITAL M	622 LA BREA AVE N	LUST, HIST CORTESE	Lower	1869, 0.354, WSW
239	HAWTHORNE DANIEL FRE	333 N PRAIRIE AVE	LUST, UST, SWEEPS UST, HIST UST, RCRA NonGen /...	Higher	1921, 0.364, North
240	RAMAR INDUSTRIES	426 EAST 99TH STREET	LUST	Lower	1925, 0.365, SSW
AO241	AIRLINE COACH SERVIC	636 SOUTH LA BREA AV	LUST	Lower	1976, 0.374, WSW
AP242	CAL NATIONAL GUARD A	111 GROSVENOR ST	LUST, SWEEPS UST	Lower	2027, 0.384, NW
AP243	OMS #9	111 GROSVENOR ST	RCRA-SQG, LUST, FINDS, ECHO, HIST CORTESE	Lower	2027, 0.384, NW
244	BIEBER FLOURESCENT L	3666 W 102ND ST	SEMS-ARCHIVE	Lower	2074, 0.393, SSE
AQ245	FAITHFUL CENTRAL BAP	321 EUCALYPTUS	CPS-SLIC	Lower	2218, 0.420, WNW
AR246	CHEVRON #9-3829	303 MANCHESTER BLVD	LUST, HIST CORTESE, LOS ANGELES CO. HMS	Lower	2277, 0.431, West
AQ247	TRINITY BUILDING - E	301 WEST FLORENCE AV	CPS-SLIC	Lower	2300, 0.436, WNW
248	INGLEWOOD TOYOTA	700 S LA BREA AVE	RCRA-SQG, LUST, SWEEPS UST, HIST UST, CA FID UST,...	Lower	2468, 0.467, SW
249	ALLRIGHT SELF STORAG	808 LA BREA AVE	LUST, SWEEPS UST, HIST CORTESE	Lower	2501, 0.474, SW
AS250	TRINITY BUILDING - W	401 FLORENCE	CPS-SLIC	Lower	2502, 0.474, WNW
AS251	TRINITY BUILDING - W	401 W. FLORENCE AVE	CPS-SLIC	Lower	2502, 0.474, WNW
AT252	LINCOLN DISCOUNT TIR	868 S LA BREA AVE	LUST, SWEEPS UST, LOS ANGELES CO. HMS	Lower	2512, 0.476, SW
AT253	LINCOLN DISCOUNT TIR	868 LA BREA	HIST UST, HIST CORTESE	Lower	2512, 0.476, SW
254	MILLER 1994 FAMILY T	1140 LA BREA AVE S	LUST	Lower	2530, 0.479, SSW
255	RG SIMMONS ESTATE	400 W. BEACH BLVD.	SWF/LF	Lower	2547, 0.482, NW
AR256	7-11 #24142	345 MANCHESTER BLVD	LUST, HIST CORTESE	Lower	2558, 0.484, West
257	HUDNALL ELEMENTARY S	308-318 W. MANCHESTE	ENVIROSTOR, SCH	Lower	2612, 0.495, West
AU258	SO CAL GAS/INGLEWOOD	700 WARREN LANE	EDR MGP	Lower	2737, 0.518, North
AU259	SO CAL GAS/INGLEWOOD	700 WARREN LANE	ENVIROSTOR, VCP, CHMIRS	Lower	2737, 0.518, North
260	METAL TREATERS	414 W FLORENCE AVE	RCRA-SQG, ENVIROSTOR, HIST UST, FINDS, ECHO,...	Lower	3134, 0.594, WNW
261	INGLEWOOD PROPERTY/E	300 WEST HYDE PARK B	ENVIROSTOR	Lower	3415, 0.647, NW
262	JEFFERSON ELEMENTARY	CONDON AVENUE/FIRMON	ENVIROSTOR, SCH	Lower	3908, 0.740, SW
263	PAYNE ELEMENTARY SCH	215 WEST 94TH STREET	ENVIROSTOR, SCH	Lower	3922, 0.743, SW
264	HIGHLAND ELEMENTARY	430 VENICE WAY	ENVIROSTOR, SCH	Lower	4075, 0.772, NW
265	CENTINELA ELEMENTARY	1123 MARLBOROUGH AVE	ENVIROSTOR, SCH	Higher	4329, 0.820, North
266	PCSD 111TH & FREEMAN	11044 AND 11111 SOUT	ENVIROSTOR, SCH	Lower	4364, 0.827, South
267	LENNOX ELEMENTARY /V	11036 HAWTHORNE BOUL	ENVIROSTOR, SCH	Lower	4445, 0.842, SSW
AV268	JEFFERSON ELEMENTARY	CONDON AVENUE/CENTUR	ENVIROSTOR, SCH, LOS ANGELES CO. HMS	Lower	4670, 0.884, SW
AV269	JEFFERSON ELEMENTARY	10322 CONDON AVENUE	ENVIROSTOR, LUST, SCH, NPDES, CIWQS	Lower	4670, 0.884, SW
270	OAK STREET ELEMENTAR	633 S. OAK STREET	ENVIROSTOR	Lower	4735, 0.897, WSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ---- Underground Storage Tank Listing
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP ---- Voluntary Cleanup Program Properties
INDIAN VCP ---- Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---- Waste Management Unit Database
SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
ODI ---- Open Dump Inventory
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ---- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN ---- San Gabriel Valley Areas of Concern
US HIST CDL ---- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---- Historical Calsites Database
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register
CERS HAZ WASTE ---- CERS HAZ WASTE

Local Lists of Registered Storage Tanks

CERS TANKS ---- California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
Financial Assurance	Financial Assurance Information Listing
ICE	ICE
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
WASTEWATER PITS	Oil Wastewater Pits Listing
WIP	Well Investigation Program Case List
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
CERS	CERS
PROJECT	PROJECT (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
UIC GEO	UIC GEO (GEOTRACKER)

EXECUTIVE SUMMARY

PROD WATER PONDS PROD WATER PONDS (GEOTRACKER)
WELL STIM PROJ Well Stimulation Project (GEOTRACKER)
SAMPLING POINT SAMPLING POINT (GEOTRACKER)

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF Recovered Government Archive Solid Waste Facilities List
RGA LUST Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 01/09/2018 has revealed that there are 2 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELKAY PLASTICS CORP	200 E BEACH AVE	NW 0 - 1/8 (0.107 mi.)	174	190
BIEBER FLOURESCENT L	3666 W 102ND ST	SSE 1/4 - 1/2 (0.393 mi.)	244	326

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 7 RCRA-LQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CVS PHARMACY #8837	222 NORTH MARKET STR	NW 0 - 1/8 (0.060 mi.)	130	150

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	0 - 1/8 (0.000 mi.)	G26	30
HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	0 - 1/8 (0.000 mi.)	G58	87
PINCAY RE LLC	600 S PRAIRIE	S 0 - 1/8 (0.006 mi.)	N85	114
CHEVRON 206907	***4015 W CENTURY BLVD.***	***S 0 - 1/8 (0.024 mi.)***	***I107***	***130***
CVS PHARMACY #9578	3120 IMPERIAL HIGHWA	WNW 0 - 1/8 (0.058 mi.)	T126	141
CENTINELA HOSPITAL M	***555 E. HARDY STREET***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AK222***	***260***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 25 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
CARRIAGE CLEANERS	***246 N MARKET BLVD***	***0 - 1/8 (0.000 mi.)***	***A8***	***13***
THE NEW WORLD	***155 SO MARKET ST***	***0 - 1/8 (0.000 mi.)***	***F20***	***23***
HI TECH CLEANERS	***911 S PRAIRISE***	***0 - 1/8 (0.000 mi.)***	***J39***	***61***
VONS 502	***500 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.008 mi.)***	***D91***	***119***
DIAGNOSTIC IMAGING C	***110 S LA BREA AVE ST***	***WNW 0 - 1/8 (0.032 mi.)***	***Q112***	***134***
THE NEW WORLD JEWELE	***170 S LABREA AVE***	***WNW 0 - 1/8 (0.060 mi.)***	***T129***	***148***
BUFFINGTON MOTORS	***200 N LABREA AVE***	***WNW 0 - 1/8 (0.068 mi.)***	***S137***	***162***
ANTHONYS PAINT AND B	259 N LA BREA	NW 0 - 1/8 (0.088 mi.)	Y149	170
PRO LAB	300 S MARKET ST	W 0 - 1/8 (0.093 mi.)	Z153	174
PROLAB 1 HOUR PHOTO	***300 S MARKET ST***	***W 0 - 1/8 (0.093 mi.)***	***Z155***	***175***
CONCORD CLEANERS	113 E MANCHESTER	WNW 0 - 1/8 (0.095 mi.)	T159	179
PACIFIC BELL	***301 S LA BREA***	***W 0 - 1/8 (0.111 mi.)***	***AA177***	***192***
DELGADOS AUTOMOTIVE	***300 N LA BREA***	***NW 0 - 1/8 (0.123 mi.)***	***AD190***	***210***
USPS HILLCREST STATI	***300 E HILLCREST BLVD***	***W 1/8 - 1/4 (0.141 mi.)***	***198***	***222***
HALLMARK MOTORS INC	***124 W BEACH***	***NW 1/8 - 1/4 (0.148 mi.)***	***AG200***	***225***
AIRPORT GROUND TRANS	***124 W BEACH AVE SEC***	***NW 1/8 - 1/4 (0.148 mi.)***	***AG201***	***227***
DICKS AUTO REPAIR	***311 N LA BREA AVE***	***NW 1/8 - 1/4 (0.149 mi.)***	***AD202***	***228***
B AND H TOW	***150 W IVY***	***NW 1/8 - 1/4 (0.162 mi.)***	***AG203***	***230***
INGLEWOOD HIGH SCHOO	***231 S GREVILLEA AVE***	***W 1/8 - 1/4 (0.173 mi.)***	***AF210***	***241***
QUALITY BUSINESS MAC	***233 E HILCREST BLVD***	***W 1/8 - 1/4 (0.194 mi.)***	***AI216***	***252***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUPREME PLATING	***330 E BEACH AVE***	***NNW 1/8 - 1/4 (0.208 mi.)***	***219***	***257***
ARCO FACILITY NO 096	***4130 W CENTURY BLVD***	***SSW 1/8 - 1/4 (0.227 mi.)***	***AL225***	***276***
ZIONS FIRST NATIONAL	***425 S MARKET ST***	***WSW 1/8 - 1/4 (0.229 mi.)***	***AI228***	***279***
COATINGS COMPOSITES	***10105 DOTY AVE***	***SSE 1/8 - 1/4 (0.236 mi.)***	***231***	***283***

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-CESQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALGREENS #6413	230 N LA BREA AVE	NW 0 - 1/8 (0.070 mi.)	V142	165

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/30/2018 has revealed that there are 17 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTINELA ELEMENTARY Facility Id: 19820038 Status: No Further Action	***1123 MARLBOROUGH AVE***	***N 1/2 - 1 (0.820 mi.)***	***265***	***382***

Lower Elevation	Address	Direction / Distance	Map ID	Page
INGLEWOOD HIGH SCHOO Facility Id: 19820102 Status: Inactive - Needs Evaluation	***231 S GREVILLEA AVE***	***W 1/8 - 1/4 (0.173 mi.)***	***AF210***	***241***
CROZIER MIDDLE SCHOO Facility Id: 19820101 Status: No Action Required	***151 NORTH GREVILLEA***	***WNW 1/8 - 1/4 (0.179 mi.)***	***211***	***246***
SUPREME PLATING	***330 E BEACH AVE***	***NNW 1/8 - 1/4 (0.208 mi.)***	***219***	***257***

Facility Id: 71002464 Status: Refer: Other Agency				
WHALEN ELEMENTARY SC Facility Id: 19880081 Status: No Further Action	***104TH STREET/105TH S***	***S 1/4 - 1/2 (0.251 mi.)***	***AM232***	***287***
HUDNALL ELEMENTARY S Facility Id: 19550029 Status: Certified	***308-318 W. MANCHESTE***	***W 1/4 - 1/2 (0.495 mi.)***	***257***	***352***
SO CAL GAS/INGLEWOOD Facility Id: 19490226 Status: Certified	***700 WARREN LANE***	***N 1/2 - 1 (0.518 mi.)***	***AU259***	***358***
METAL TREATERS Facility Id: 71002994 Status: Refer: Other Agency	***414 W FLORENCE AVE***	***WNW 1/2 - 1 (0.594 mi.)***	***260***	***364***
INGLEWOOD PROPERTY/E Facility Id: 19000038 Status: Refer: 1248 Local Agency	300 WEST HYDE PARK B	NW 1/2 - 1 (0.647 mi.)	261	369
JEFFERSON ELEMENTARY Facility Id: 19880080 Status: No Further Action	***CONDON AVENUE/FIRMON***	***SW 1/2 - 1 (0.740 mi.)***	***262***	***371***
PAYNE ELEMENTARY SCH Facility Id: 60000005 Status: No Action Required	***215 WEST 94TH STREET***	***SW 1/2 - 1 (0.743 mi.)***	***263***	***373***
HIGHLAND ELEMENTARY Facility Id: 19880047 Status: No Further Action	***430 VENICE WAY***	***NW 1/2 - 1 (0.772 mi.)***	***264***	***376***
PCSD 111TH & FREEMAN Facility Id: 60000628 Status: No Further Action	***11044 AND 11111 SOUT***	***S 1/2 - 1 (0.827 mi.)***	***266***	***385***
LENNOX ELEMENTARY /V Facility Id: 19540001 Status: No Action Required	***11036 HAWTHORNE BOUL***	***SSW 1/2 - 1 (0.842 mi.)***	***267***	***387***
JEFFERSON ELEMENTARY Facility Id: 60000033 Status: Inactive - Withdrawn	***CONDON AVENUE/CENTUR***	***SW 1/2 - 1 (0.884 mi.)***	***AV268***	***390***
JEFFERSON ELEMENTARY Facility Id: 60000695 Status: Inactive - Withdrawn	***10322 CONDON AVENUE***	***SW 1/2 - 1 (0.884 mi.)***	***AV269***	***393***
OAK STREET ELEMENTAR Facility Id: 60001399 Status: No Further Action	633 S. OAK STREET	WSW 1/2 - 1 (0.897 mi.)	270	400

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there are 3 SWF/LF sites within

approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CITY SERVICE CENTER	***222 W BEACH AVE***	***NW 1/4 - 1/2 (0.255 mi.)***	***AN233***	***290***
Database: LOS ANGELES CO. LF, Date of Government Version: 01/16/2018 Site ID: 1787 Status: Active				
CITY OF INGLEWOOD MA	***222 BEACH AVE W***	***NW 1/4 - 1/2 (0.277 mi.)***	***AN237***	***299***
Database: SWF/LF (SWIS), Date of Government Version: 02/12/2018 Facility ID: 19-AA-0067 Operational Status: Active Regulation Status: Permitted				
RG SIMMONS ESTATE	400 W. BEACH BLVD.	NW 1/4 - 1/2 (0.482 mi.)	255	349
Database: SWF/LF (SWIS), Date of Government Version: 02/12/2018 Facility ID: 19-AA-5215 Operational Status: Closed Regulation Status: To Be Determined				

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 28 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HAWTHORNE DANIEL FRE	***333 N PRAIRIE AVE***	***N 1/4 - 1/2 (0.364 mi.)***	***239***	***305***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed Facility Id: R-11626 Status: Case Closed Global Id: T10000000148 Global Id: T10000000147 Global Id: T0603705057 Global ID: T0603705057				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SEARS AUTO CENTER (F	***500 MANCHESTER BLVD***	***0 - 1/8 (0.000 mi.)***	***D23***	***26***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed Facility Id: I-09429 Status: Case Closed Global Id: T0603703418 Global ID: T0603703418				
SIMONS MINI MARKET	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018				

Status: Completed - Case Closed
Facility Id: I-13094
Status: Remedial action (cleanup) Underway
Global Id: T0603704034
Global Id: T10000000152
Global ID: T0603704034

AIRPORT PARK HOTEL F | 600 PRAIRIE AVE S | S 0 - 1/8 (0.006 mi.) | N84 | 112
Database: LUST, Date of Government Version: 03/12/2018
Status: Open - Eligible for Closure
Global Id: T10000011150

UNOCAL #5050 (FORMER | 4000 CENTURY BLVD W | S 0 - 1/8 (0.009 mi.) | I94 | 124
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09966
Status: Case Closed
Global Id: T0603703538
Global ID: T0603703538

FUJITA CORPORATION | 230 LA BREA AVE. N. | NW 0 - 1/8 (0.059 mi.) | V128 | 146
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-37884
Status: Preliminary site assessment underway
Global Id: T0603707095
Global ID: T0603707095

MTA | 317 FLORENCE AVE E | NW 0 - 1/8 (0.062 mi.) | W132 | 158
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T10000007298

THE FORUM | 3900 MANCHESTER BLVD | SE 0 - 1/8 (0.117 mi.) | AC184 | 200
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603737709

CALIFORNIA SPORTS IN | 3900 W MANCHESTER BL | SE 0 - 1/8 (0.117 mi.) | AC186 | 204
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-09447
Status: Case Closed
Global Id: T0603704813
Global ID: T0603704813

UNOCAL #1923 | 145 MANCHESTER BLVD | WNW 1/8 - 1/4 (0.130 mi.) | AF196 | 217
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09888
Status: Case Closed
Global Id: T0603703510
Global ID: T0603703510

INGLEWOOD CAR WASH | 320 N LA BREA AVE | NW 1/8 - 1/4 (0.169 mi.) | AD205 | 232
Database: LUST, Date of Government Version: 03/12/2018

Status: Completed - Case Closed
Global Id: T10000006987

INGLEWOOD CAR WASH | 320 LA BREA AVE N | NW 1/8 - 1/4 (0.169 mi.) | AD206 | 235
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09755
Status: Case Closed
Global Id: T0603703482
Global ID: T0603703482

ARCO #9645/ FORMER T | 4130 CENTURY BLVD W | SSW 1/8 - 1/4 (0.221 mi.) | AL223 | 269
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-25030
Status: Preliminary site assessment underway
Global Id: T0603705482
Global ID: T0603705482

SS #23552 | 435 LA BREA AVE N | NW 1/4 - 1/2 (0.266 mi.) | 234 | 292
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-10073
Status: Case Closed
Global Id: T0603704902
Global ID: T0603704902

BUFFINGTON MOTORS | 440 MARKET ST N | NW 1/4 - 1/2 (0.271 mi.) | 235 | 294
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09766
Status: Case Closed
Global Id: T0603703485
Global ID: T0603703485

ROCKVIEW DAIRY FACIL | 10411 PRAIRIE AVE | S 1/4 - 1/2 (0.273 mi.) | AM236 | 297
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-01721
Status: Case Closed
Global Id: T0603702797
Global ID: T0603702797

CITY OF INGLEWOOD MA | 222 BEACH AVE W | NW 1/4 - 1/2 (0.277 mi.) | AN237 | 299
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-13733
Status: Case Closed
Global Id: T0603704094
Global ID: T0603704094

CENTINELA HOSPITAL M | 622 LA BREA AVE N | WSW 1/4 - 1/2 (0.354 mi.) | AO238 | 303
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018

Status: Completed - Case Closed
Facility Id: R-12954
Status: Preliminary site assessment workplan submitted
Global Id: T0603705172
Global ID: T0603705172

RAMAR INDUSTRIES | 426 EAST 99TH STREET | SSW 1/4 - 1/2 (0.365 mi.) | 240 | 319
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603722166

AIRLINE COACH SERVIC | 636 SOUTH LA BREA AV | WSW 1/4 - 1/2 (0.374 mi.) | AO241 | 321
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603720647

CAL NATIONAL GUARD A | ***111 GROSVENOR ST*** | ***NW 1/4 - 1/2 (0.384 mi.)*** | ***AP242*** | ***322***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: I-10101
Status: Case Closed
Global ID: T0603703574

OMS #9 | ***111 GROSVENOR ST*** | ***NW 1/4 - 1/2 (0.384 mi.)*** | ***AP243*** | ***323***
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603703574

CHEVRON #9-3829 | ***303 MANCHESTER BLVD*** | ***W 1/4 - 1/2 (0.431 mi.)*** | ***AR246*** | ***328***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09864
Status: Case Closed
Global Id: T0603703496
Global Id: T0603716248
Global ID: T0603703496

INGLEWOOD TOYOTA | ***700 S LA BREA AVE*** | ***SW 1/4 - 1/2 (0.467 mi.)*** | ***248*** | ***333***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09806
Status: Case Closed
Global Id: T0603703490
Global ID: T0603703490

ALLRIGHT SELF STORAG | ***808 LA BREA AVE*** | ***SW 1/4 - 1/2 (0.474 mi.)*** | ***249*** | ***339***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-14062
Status: Case Closed
Global Id: T0603705217
Global ID: T0603705217

LINCOLN DISCOUNT TIR | ***868 S LA BREA AVE*** | ***SW 1/4 - 1/2 (0.476 mi.)*** | ***AT252*** | ***342***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-14446

Status: Case Closed
Global Id: T0603704171
Global ID: T0603704171

MILLER 1994 FAMILY T | 1140 LA BREA AVE S | SSW 1/4 - 1/2 (0.479 mi.) | 254 | 346
Database: LUST, Date of Government Version: 03/12/2018
Status: Open - Assessment & Interim Remedial Action
Global Id: T10000010158

7-11 #24142 | ***345 MANCHESTER BLVD*** | ***W 1/4 - 1/2 (0.484 mi.)*** | ***AR256*** | ***349***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-10074
Status: Case Closed
Global Id: T0603703567
Global ID: T0603703567

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 6 CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SL0603786356 Facility Status: Open - Assessment & Interim Remedial Action				
TRINITY BUILDING - E	301 FLORENCE	NW 0 - 1/8 (0.017 mi.)	A103	129
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Facility Status: Inactive				
FAITHFUL CENTRAL BAP	321 EUCALYPTUS	WNW 1/4 - 1/2 (0.420 mi.)	AQ245	328
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SLT4L8581885 Facility Status: Inactive Facility Status: Open - Inactive				
TRINITY BUILDING - E	301 WEST FLORENCE AV	WNW 1/4 - 1/2 (0.436 mi.)	AQ247	333
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SLT4L8571884 Facility Status: Open - Inactive				
TRINITY BUILDING - W	401 FLORENCE	WNW 1/4 - 1/2 (0.474 mi.)	AS250	342
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Facility Status: No further action required				
TRINITY BUILDING - W	401 W. FLORENCE AVE	WNW 1/4 - 1/2 (0.474 mi.)	AS251	342
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SLT43644642 Facility Status: Completed - Case Closed				

EXECUTIVE SUMMARY

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 19 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA COUNTY METROPOLIT Database: UST, Date of Government Version: 03/12/2018	441 E FLORENCE AVE	NNW 1/8 - 1/4 (0.213 mi.)	220	259

Lower Elevation	Address	Direction / Distance	Map ID	Page
VONS FUEL CENTER #25 Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0033888	510 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	D21	25
HOLLYWOOD PARK RACE Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0021198	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
QUIK N SPLIT Database: UST, Date of Government Version: 03/12/2018 Facility Id: 12115 Facility Id: LACoFA0021214	***601 S PRAIRIE AVE***	***S 0 - 1/8 (0.005 mi.)***	***N74***	***95***
SIMONS MINI MARKET Database: UST, Date of Government Version: 03/12/2018 Facility Id: 13094 Facility Id: LACoFA0017385	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
PINCAY 60-ACRE PROPE Database: UST, Date of Government Version: 03/12/2018	600 S PRAIRIE AVE	S 0 - 1/8 (0.006 mi.)	N86	116
2502 VONS A SAFEWAY Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0032369	500 E MANCHESTER BLV	WNW 0 - 1/8 (0.008 mi.)	D92	123
CHEVRON USA SS 20690 Database: UST, Date of Government Version: 03/12/2018 Facility Id: 25281 Facility Id: LACoFA0007105	4015 W CENTURY BLVD	S 0 - 1/8 (0.024 mi.)	I109	133
LOS ANGELES AIRPORT Database: UST, Date of Government Version: 03/12/2018 Facility Id: 24124	25R S LOCUST ST	WNW 0 - 1/8 (0.058 mi.)	U127	146
LA COUNTY METROPOLIT Database: UST, Date of Government Version: 03/12/2018	317 E FLORENCE AVE	NW 0 - 1/8 (0.062 mi.)	W133	161
INGLEWOOD REDEVELOPM Database: UST, Date of Government Version: 03/12/2018 Facility Id: 22141	***200 N LA BREA AVE***	***WNW 0 - 1/8 (0.068 mi.)***	***S139***	***164***
EMPTY LOT Database: UST, Date of Government Version: 03/12/2018	111 N LOCUST ST	NW 0 - 1/8 (0.070 mi.)	U140	164
SENIOR CENTER SITE Database: UST, Date of Government Version: 03/12/2018	111 N LOCUST ST	NW 0 - 1/8 (0.070 mi.)	U141	164
LIM'S TEXACO Database: UST, Date of Government Version: 03/12/2018	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T173***	***190***

Facility Id: 22027
Facility Id: LACoFA0017377

PACIFIC BELL IGWDCA0 ***301 S LA BREA AVE*** ***W 0 - 1/8 (0.111 mi.)*** ***AA176*** ***192***
Database: UST, Date of Government Version: 03/12/2018
Facility Id: 10228
Facility Id: LACoFA0015269

GREAT WESTERN FORUM ***3900 W MANCHESTER BL*** ***SE 0 - 1/8 (0.117 mi.)*** ***AC185*** ***203***
Database: UST, Date of Government Version: 03/12/2018
Facility Id: 9447

CITY OF INGLEWOOD-CI 1 W MANCHESTER BLVD WNW 1/8 - 1/4 (0.170 mi.) AF208 241
Database: UST, Date of Government Version: 03/12/2018
Facility Id: LACoFA0017365

CENTINELA HOSPITAL M 555 E HARDY ST SSW 1/8 - 1/4 (0.221 mi.) AK221 260
Database: UST, Date of Government Version: 03/12/2018
Facility Id: LACoFA0013257

ARCO PRODUCTS #09645 ***4130 W CENTURY BLVD*** ***SSW 1/8 - 1/4 (0.227 mi.)*** ***AL227*** ***279***
Database: UST, Date of Government Version: 03/12/2018
Facility Id: 25030
Facility Id: LACoFA0007104

State and tribal Brownfields sites

BROWNFIELDS: A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

A review of the BROWNFIELDS list, as provided by EDR, and dated 03/26/2018 has revealed that there is 1 BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 01/30/2018 has revealed that there are 2 SCH sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
INGLEWOOD HIGH SCHOO	***231 S GREVILLEA AVE***	***W 1/8 - 1/4 (0.173 mi.)***	***AF210***	***241***
Facility Id: 19820102 Status: Inactive - Needs Evaluation				
CROZIER MIDDLE SCHOO	***151 NORTH GREVILLEA***	***WNW 1/8 - 1/4 (0.179 mi.)***	***211***	***246***

Facility Id: 19820101
Status: No Action Required

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 18 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BRUNO'S Status: A Comp Number: 10920	450 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	C12	16
HOLLYWOOD PARK Status: A Tank Status: A Comp Number: 10320	1050 N PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H31	37
SAM SCHWARTZ PRAIRE Status: A Tank Status: A Comp Number: 13813	1201 S PRAIRE AVE	0 - 1/8 (0.000 mi.)	L45	67
BOUTIQUE Status: A Tank Status: A Comp Number: 13735	***338 EAST MANCHESTER***	***WNW 0 - 1/8 (0.002 mi.)***	***M67***	***93***
QUIK N SPLIT Status: A Tank Status: A Comp Number: 12115	601 S PRAIRE AVE	S 0 - 1/8 (0.005 mi.)	N76	96
SIMONS MINI MARKET Status: A Tank Status: A Comp Number: 13094	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
VONS 502 Status: A Comp Number: 9429	***500 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.008 mi.)***	***D91***	***119***
UNOCAL #5050 (FORMER Status: A Tank Status: A Comp Number: 9966	***4000 CENTURY BLVD W***	***S 0 - 1/8 (0.009 mi.)***	***I94***	***124***
SPARLING BUICK Status: A Comp Number: 13221	***217 N LA BREA AVE***	***WNW 0 - 1/8 (0.100 mi.)***	***AB166***	***182***
SAMHANS MART VALERO Status: A	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T171***	***187***

Tank Status: A Comp Number: 9888				
PACIFIC BELL IGWDCA0 Status: A Tank Status: A Comp Number: 10228	***301 S LA BREA AVE***	***W 0 - 1/8 (0.111 mi.)***	***AA176***	***192***
CALIFORNIA SPORTS IN Status: A Tank Status: A Comp Number: 9447	***3900 W MANCHESTER BL***	***SE 0 - 1/8 (0.117 mi.)***	***AC186***	***204***
NONE Status: A Comp Number: 13470	***10223 S PRAIRIE***	***S 0 - 1/8 (0.124 mi.)***	***AE194***	***215***
INGLEWOOD CAR WASH Comp Number: 9755	***320 N LA BREA AVE***	***NW 1/8 - 1/4 (0.169 mi.)***	***AD205***	***232***
INGLEWOOD CITY CS Status: A Tank Status: A Comp Number: 13728	***1 MANCHESTER BOULEVA***	***WNW 1/8 - 1/4 (0.170 mi.)***	***AF207***	***238***
CENTINELA HOSPITAL M Status: A Tank Status: A Comp Number: 12915	***555 E. HARDY STREET***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AK222***	***260***
THRIFTY OIL CO #251 Status: A Tank Status: A Comp Number: 9957	***4130 W CENTURY BLVD***	***SSW 1/8 - 1/4 (0.227 mi.)***	***AL224***	***272***
UNOCAL SS # 6370 Status: A Comp Number: 14356	4160 W CENTURY BLVD	SSW 1/8 - 1/4 (0.234 mi.)	AL230	283

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 24 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE FORUM	3900 WEST MANCHESTER	E 1/8 - 1/4 (0.187 mi.)	AH212	249
THE FORUM Facility Id: 00000017298	3900 W MANCHESTER BL	E 1/8 - 1/4 (0.187 mi.)	AH213	250
THE FORUM	3900 WEST MANCHESTER	E 1/8 - 1/4 (0.187 mi.)	AH214	251
THE FORUM Facility Id: 00000063662	3900 W MANCHESTER BL	E 1/8 - 1/4 (0.187 mi.)	AH215	251

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE Facility Id: 00000005142	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
BOUTIQUE	***338 EAST MANCHESTER***	***WNW 0 - 1/8 (0.002 mi.)***	***M67***	***93***

Facility Id: 00000029255				
QUICK AND SPLIT JR M Facility Id: 00000034037	601 S PRAIRIE	S 0 - 1/8 (0.005 mi.)	N75	95
SIMONS MINI MARKET Facility Id: 00000020515	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
VONS 502 Facility Id: 00000034038	***500 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.008 mi.)***	***D91***	***119***
SERVICE STATION 5050 Facility Id: 00000017310	4000 W CENTURY BLVD	S 0 - 1/8 (0.036 mi.)	I115	137
FIRESTONE STORE 2735 Facility Id: 00000050479	401 EAST HILLCREST	WNW 0 - 1/8 (0.041 mi.)	C117	138
UNION OIL SERVICE ST Facility Id: 00000055760	145 E MANCHESTER BLV	WNW 0 - 1/8 (0.103 mi.)	T170	186
SAMHANS MART VALERO Facility Id: 00000003866	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T171***	***187***
PACIFIC BELL Facility Id: 00000061274	***301 S LA BREA***	***W 0 - 1/8 (0.111 mi.)***	***AA177***	***192***
PACIFIC BELL (A2-104	301 S LABREA	W 0 - 1/8 (0.111 mi.)	AA178	197
NONE Facility Id: 00000005143	***10223 S PRAIRIE***	***S 0 - 1/8 (0.124 mi.)***	***AE194***	***215***
INGLEWOOD COURTS Facility Id: 00000020732	1 E REGENT ST	WNW 1/8 - 1/4 (0.147 mi.)	AB199	224
B AND H INGLEWOOD TO Facility Id: 00000005135	150 W IVY	NW 1/8 - 1/4 (0.162 mi.)	AG204	231
INGLEWOOD CAR WASH Facility Id: 00000017471	***320 N LA BREA AVE***	***NW 1/8 - 1/4 (0.169 mi.)***	***AD205***	***232***
CITY HALL	ONE MANCHESTER BOULE	WNW 1/8 - 1/4 (0.170 mi.)	AF209	241
MAINTENANCE DEPARTME Facility Id: 00000020880	416 EDGEWOOD ST	NW 1/8 - 1/4 (0.200 mi.)	AJ217	254
INGLEWOOD USD MAINTE	***416 N EDGEWOOD ST***	***NW 1/8 - 1/4 (0.200 mi.)***	***AJ218***	***254***
CENTINELA HOSPITAL M Facility Id: 00000005207	***555 E. HARDY STREET***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AK222***	***260***
ARCO STN 251 Facility Id: 00000006387	4130 W CENTURY BLVD	SSW 1/8 - 1/4 (0.227 mi.)	AL226	278

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 5 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL #5050 (FORMER Facility Id: 19003322 Status: A	***4000 CENTURY BLVD W***	***S 0 - 1/8 (0.009 mi.)***	***I94***	***124***
FORMERLY JIM LYNCH C Facility Id: 19016496	200 N LA BREA	WNW 0 - 1/8 (0.068 mi.)	S138	163

Status: I				
CALIFORNIA SPORTS IN	***3900 W MANCHESTER BL***	***SE 0 - 1/8 (0.117 mi.)***	***AC186***	***204***
Facility Id: 19009825				
Status: A				
SPARKLING CLEANERS	***320 S LA BREA AVE***	***W 1/8 - 1/4 (0.131 mi.)***	***AA197***	***219***
Facility Id: 19003587				
Status: A				
Status: I				
THRIFTY OIL CO #251	***4130 W CENTURY BLVD***	***SSW 1/8 - 1/4 (0.227 mi.)***	***AL224***	***272***
Facility Id: 19049219				
Status: A				

Records of Emergency Release Reports

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 02/15/2018 has revealed that there are 4 CHMIRS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	SOUTH LOCUST STREET	0 - 1/8 (0.000 mi.)	C15	18
OES Incident Number: 12-0020				
Not reported	510 EAST MANCHESTER	0 - 1/8 (0.000 mi.)	D18	21
OES Incident Number: 4-1210				
OES Incident Number: 7-1198				
Not reported	CENTURY BLVD/PRAIRIE	0 - 1/8 (0.000 mi.)	I35	57
OES Incident Number: 908535				
Date Completed: 11-OCT-89				
Not reported	1050 S. PRAIRIE AVEN	0 - 1/8 (0.000 mi.)	H43	65
OES Incident Number: 099408				
Date Completed: 07-AUG-90				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/11/2017 has revealed that there are 3 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BEST WESTERN EQUIPME	***1041 S PRAIRIE AVE #***	***S 0 - 1/8 (0.002 mi.)***	***G63***	***90***
SOUTHERN CALIFORNIA	***111 NORTH LABREA AVE***	***WNW 0 - 1/8 (0.091 mi.)***	***X151***	***172***
WOWSJ MART	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T169***	***185***

EXECUTIVE SUMMARY

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 11/18/2016 has revealed that there is 1 ICIS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G24	28

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, has revealed that there are 2 FTTS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	1150 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	K44	66
Database: FTTS INSP, Date of Government Version: 04/09/2009				
HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H59	88
Database: FTTS, Date of Government Version: 04/09/2009				

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, has revealed that there are 2 HIST FTTS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	1150 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	K30	37
Database: HIST FTTS INSP, Date of Government Version: 10/19/2006				
HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H40	62
Database: HIST FTTS, Date of Government Version: 10/19/2006				

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, has revealed that there is 1 US AIRS site within

approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H27***	***31***

Database: US AIRS MINOR, Date of Government Version: 10/12/2016

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 02/21/2018 has revealed that there are 8 FINDS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
CARRIAGE CLEANERS	***246 N MARKET BLVD***	***0 - 1/8 (0.000 mi.)***	***A8***	***13***
INSTANT PRINT OF ING	425 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	C17	20
THE NEW WORLD	***155 SO MARKET ST***	***0 - 1/8 (0.000 mi.)***	***F20***	***23***
VONS FUEL CENTER - I	510 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	D22	25
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H27***	***31***
HI TECH CLEANERS	***911 S PRAIRISE***	***0 - 1/8 (0.000 mi.)***	***J39***	***61***
7-ELEVEN INC. STORE	913 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	J57	86

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 02/25/2018 has revealed that there are 5 ECHO sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
CARRIAGE CLEANERS	***246 N MARKET BLVD***	***0 - 1/8 (0.000 mi.)***	***A8***	***13***
THE NEW WORLD	***155 SO MARKET ST***	***0 - 1/8 (0.000 mi.)***	***F20***	***23***
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H27***	***31***
HI TECH CLEANERS	***911 S PRAIRISE***	***0 - 1/8 (0.000 mi.)***	***J39***	***61***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 24 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIAGE CLEANER	246 N MARKET ST	0 - 1/8 (0.000 mi.)	A3	9

Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIAGE CLEANER Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	246 N MARKET ST	0 - 1/8 (0.000 mi.)	A9	14
CARRIAGE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***246 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***15***
HI-TECH CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J29***	***36***
HOLLYWOOD PARK RACE Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
HOLLYWOOD PARK OPERA Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G37	60
HI-TECH CLEANERS #2 Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAL000031283	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J52***	***76***
JC YEPEZ Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAC002828522	911 S. PRAIRIE, AVE	0 - 1/8 (0.000 mi.)	J53	78
NORGE TOWN/COTTON CL Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1041 S PRAIRIE AVE #	S 0 - 1/8 (0.002 mi.)	G61	89
NORGESTOWN CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1041 S PRAIRIE AVE #	S 0 - 1/8 (0.002 mi.)	G64	92
NORGE TOWN PLAZZA CL Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1041 S PRAIRIE AVE #	S 0 - 1/8 (0.002 mi.)	G65	92
REGAL CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	700 E MANCHESTER	W 0 - 1/8 (0.008 mi.)	P88	117
REGAL CLEANERS Database: DRYCLEANERS, Date of Government Version: 03/27/2018 Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 EPA Id: CAD981631872 EPA Id: CAL000338697	700 E MANCHESTER BLV	W 0 - 1/8 (0.008 mi.)	P89	117
GIL'S CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	312 E QUEEN ST	WNW 0 - 1/8 (0.047 mi.)	O119	139
FAMILY CLEANERS Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CA0000724922	***113 E MANCHESTER***	***WNW 0 - 1/8 (0.095 mi.)***	***T158***	***178***
CONCORD CLEANERS, FA Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	113 E MANCHESTER	WNW 0 - 1/8 (0.095 mi.)	T160	180
FAMILY CLEANERS, CHO Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	113 E MANCHESTER	WNW 0 - 1/8 (0.095 mi.)	T161	180
EVERSOFT DRY CLEANER Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAL000304342	218 E NUTWOOD ST	W 0 - 1/8 (0.098 mi.)	AA164	181
EVERSOFT DRY CLEANER Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	218 E NUTWOOD AVE	W 0 - 1/8 (0.098 mi.)	AA165	182
J P CLEANERS, JOSE D Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA179	198
PARK LANE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	253 S LA BREA	W 0 - 1/8 (0.113 mi.)	AA180	199
PARK LANE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA181	199

Lower Elevation	Address	Direction / Distance	Map ID	Page
JP CLEANERS Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAL000305187	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA182	199
SPARKLING CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***320 S LA BREA AVE***	***W 1/8 - 1/4 (0.131 mi.)***	***AA197***	***219***

EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the EMI list, as provided by EDR, and dated 12/31/2015 has revealed that there are 6 EMI sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIAGE CLEANER, SU Facility Id: 75428	246 N. MARKET ST.	0 - 1/8 (0.000 mi.)	A1	8
CARRIAGE CLEANERS Facility Id: 37656	***246 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***15***
HOLLYWOOD PARK OPERA Facility Id: 37370	1050 S PRAIRIE AV	0 - 1/8 (0.000 mi.)	H25	29
HI-TECH CLEANERS Facility Id: 69858	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J29***	***36***
HOLLYWOOD PARK RACE Facility Id: 145829 Facility Id: 37370	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
CHURCHILL DOWNS CALI Facility Id: 122064	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H54	78

ENF: A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

A review of the ENF list, as provided by EDR, and dated 01/22/2018 has revealed that there is 1 ENF site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK Status: Historical Status: Historical Facility Id: 231831	***1050 SOUTH PRAIRIE A***	***0 - 1/8 (0.000 mi.)***	***H55***	***79***

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency. This database begins with calendar year 1993.

A review of the HAZNET list, as provided by EDR, and dated 12/31/2016 has revealed that there are 12

HAZNET sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO GEPAID: CAD981463235	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
VONS FUEL STATION 25 GEPAID: CAL000381824	***510 E MANCHESTER BLV***	***0 - 1/8 (0.000 mi.)***	***D13***	***16***
INGLEWOOD HEALTHCARE GEPAID: CAC002616274	100 S HILLCREST BLVD	0 - 1/8 (0.000 mi.)	C16	20
PRESTIGE AUTO REPAIR GEPAID: CAL000322495	***1201 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***L32***	***38***
SOUTHERN CAL EQUINE GEPAID: CAL000079738	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H33	39
HOLLYWOOD PARK RACE GEPAID: CAC002817934 GEPAID: CAP000264606	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
HOLLYWOOD PARK OPERA GEPAID: CAL922193966	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H41	63
HI-TECH CLEANERS #2 GEPAID: CAL000031283	911 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	J47	69
CHURCHILL DOWNS CALI GEPAID: CAL000214675	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H48	71
HOLLYWOOD PARK RACET GEPAID: CAL000299411	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H51	74
HI-TECH CLEANERS #2 GEPAID: CAD983609868	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J52***	***76***
BP PIPELINES & LOGIS GEPAID: CAC002645336	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H56	86

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 20 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HAWTHORNE DANIEL FRE Reg Id: R-11626	***333 N PRAIRIE AVE***	***N 1/4 - 1/2 (0.364 mi.)***	***239***	***305***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SEARS AUTO CENTER (F Reg Id: I-09429	***500 MANCHESTER BLVD***	***0 - 1/8 (0.000 mi.)***	***D23***	***26***
SIMONS MINI MARKET Reg Id: I-13094	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
UNOCAL #5050 (FORMER Reg Id: I-09966	***4000 CENTURY BLVD W***	***S 0 - 1/8 (0.009 mi.)***	***I94***	***124***
CALIFORNIA SPORTS IN	***3900 W MANCHESTER BL***	***SE 0 - 1/8 (0.117 mi.)***	***AC186***	***204***

Reg Id: R-09447				
UNOCAL #1923	***145 MANCHESTER BLVD***	***WNW 1/8 - 1/4 (0.130 mi.)***	***AF196***	***217***
Reg Id: I-09888				
INGLEWOOD CAR WASH	***320 N LA BREA AVE***	***NW 1/8 - 1/4 (0.169 mi.)***	***AD205***	***232***
Reg Id: I-09755				
ARCO #9645/ FORMER T	***4130 CENTURY BLVD W***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AL223***	***269***
Reg Id: R-25030				
MOBIL #11-GJ4	1007 LA BREA	SW 1/8 - 1/4 (0.234 mi.)	229	283
Reg Id: I-09385				
SS #23552	***435 LA BREA AVE N***	***NW 1/4 - 1/2 (0.266 mi.)***	***234***	***292***
Reg Id: R-10073				
BUFFINGTON MOTORS	***440 MARKET ST N***	***NW 1/4 - 1/2 (0.271 mi.)***	***235***	***294***
Reg Id: I-09766				
ROCKVIEW DAIRY FACIL	***10411 PRAIRIE AVE***	***S 1/4 - 1/2 (0.273 mi.)***	***AM236***	***297***
Reg Id: I-01721				
CITY OF INGLEWOOD MA	***222 BEACH AVE W***	***NW 1/4 - 1/2 (0.277 mi.)***	***AN237***	***299***
Reg Id: I-13733				
CENTINELA HOSPITAL M	***622 LA BREA AVE N***	***WSW 1/4 - 1/2 (0.354 mi.)***	***AO238***	***303***
Reg Id: R-12954				
OMS #9	***111 GROSVENOR ST***	***NW 1/4 - 1/2 (0.384 mi.)***	***AP243***	***323***
Reg Id: I-10101				
CHEVRON #9-3829	***303 MANCHESTER BLVD***	***W 1/4 - 1/2 (0.431 mi.)***	***AR246***	***328***
Reg Id: I-09864				
INGLEWOOD TOYOTA	***700 S LA BREA AVE***	***SW 1/4 - 1/2 (0.467 mi.)***	***248***	***333***
Reg Id: I-09806				
ALLRIGHT SELF STORAG	***808 LA BREA AVE***	***SW 1/4 - 1/2 (0.474 mi.)***	***249***	***339***
Reg Id: R-14062				
LINCOLN DISCOUNT TIR	***868 LA BREA***	***SW 1/4 - 1/2 (0.476 mi.)***	***AT253***	***345***
Reg Id: I-14446				
7-11 #24142	***345 MANCHESTER BLVD***	***W 1/4 - 1/2 (0.484 mi.)***	***AR256***	***349***
Reg Id: I-10074				

Los Angeles County Industrial Waste and Underground Storage Tank Sites.

A review of the LOS ANGELES CO. HMS list, as provided by EDR, and dated 01/16/2018 has revealed that there are 4 LOS ANGELES CO. HMS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
VONS FUEL STATION 25	***510 E MANCHESTER BLV***	***0 - 1/8 (0.000 mi.)***	***D13***	***16***
Facility ID: 026830-037363				
PRESTIGE AUTO REPAIR	***1201 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***L32***	***38***
Facility ID: 013451-013813				
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
Facility ID: 010412-029988				
Facility ID: 010412-046068				
Facility ID: 010412-030512				
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H46***	***67***

Facility ID: 010412-010320

NPDES: A listing of NPDES permits, including stormwater.

A review of the NPDES list, as provided by EDR, and dated 03/14/2018 has revealed that there is 1 NPDES site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
Facility Status: Active				
Facility Status: Terminated				

WDS: California Water Resources Control Board - Waste Discharge System.

A review of the WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there is 1 WDS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H46***	***67***
Facility Status: A				
Facility Id: 4 19I015386				
Facility Id: 4B191303001				

CIWQS: The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

A review of the CIWQS list, as provided by EDR, and dated 03/05/2018 has revealed that there are 6 CIWQS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK MIXED	NORTHEAST CORNER OF	0 - 1/8 (0.000 mi.)	I28	35
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
1050 S PRAIRIE AVE	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G38	60
CHURCHILL DOWNS CA	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G42	65
HOLLYWOOD PARK	1050 PRAIRIE	0 - 1/8 (0.000 mi.)	G50	73
HOLLYWOOD PARK	***1050 SOUTH PRAIRIE A***	***0 - 1/8 (0.000 mi.)***	***H55***	***79***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used

whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the EDR MGP list, as provided by EDR, has revealed that there is 1 EDR MGP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/INGLEWOOD	700 WARREN LANE	N 1/2 - 1 (0.518 mi.)	AU258	358

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 48 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STANDARD STATIONS IN	831 E MANCHESTER BLV	NW 0 - 1/8 (0.010 mi.)	E97	128
AFTON FRANK H CO	240 N MARKET	NW 0 - 1/8 (0.054 mi.)	124	141
HONGS SHELL SERVICE	330 E FLORENCE AVE	NW 0 - 1/8 (0.090 mi.)	W150	172

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUTTON GEO M	227-261 N MARKET	0 - 1/8 (0.000 mi.)	A4	9
STANDARD STATIONS IN	235 N MARKET	0 - 1/8 (0.000 mi.)	A7	12
WALKER A L	232 N MARKET ST	0 - 1/8 (0.000 mi.)	A11	15
LECESSE NICK	830 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	E14	18
PRO TIRES	1201 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	L36	59
TRI-STATE GASOLINE	1205 S PRAIRIE	S 0 - 1/8 (0.002 mi.)	K60	89
NEAL C R	1055 S PRAIRIE AV	S 0 - 1/8 (0.002 mi.)	G66	92
FOSTER BROS	356 E MANCHESTER B	WNW 0 - 1/8 (0.002 mi.)	M68	93
ADLER FRANK R CO	204 N MARKET	NW 0 - 1/8 (0.004 mi.)	B71	94
KELLER T D	203 S MARKET	WNW 0 - 1/8 (0.004 mi.)	F72	94
MILES KOYNE L	601 S PRAIRIE	S 0 - 1/8 (0.005 mi.)	N77	97
STANDARD OIL CO	100 N MARKET ST	WNW 0 - 1/8 (0.005 mi.)	O78	97
RUSS MOBIL SERVICE	400 E MANCHESTER BLV	WNW 0 - 1/8 (0.005 mi.)	C80	98
TARMO & LA ROSA TEXA	501 E MANCHESTER BLV	WNW 0 - 1/8 (0.005 mi.)	D82	112
STANLEY W M	420 E MANCHESTER B	WNW 0 - 1/8 (0.006 mi.)	C83	112
KELLER T D	201 S MARKET LN	WNW 0 - 1/8 (0.008 mi.)	F87	116
WISE TIRE CO	200 S MARKET	WNW 0 - 1/8 (0.009 mi.)	F93	123
BENTON N T	303 E REGENT ST	NW 0 - 1/8 (0.010 mi.)	B96	127
BENDON I G	304 E REGENT	NW 0 - 1/8 (0.010 mi.)	B98	128
HONAKER NASH MOTOR C	223 S MARKET	WNW 0 - 1/8 (0.013 mi.)	F100	128
GILES D I	206 S LOCUST	WNW 0 - 1/8 (0.015 mi.)	C101	129
STADLER R J	216 S MARKET	WNW 0 - 1/8 (0.020 mi.)	F104	129
TONY'S MOBIL SERVICE	901 S PRAIRIE	S 0 - 1/8 (0.022 mi.)	J105	130
BENDON I G	304 E QUEEN	WNW 0 - 1/8 (0.022 mi.)	O106	130

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON STATIONS INC	4015 W CENTURY BLVD	S 0 - 1/8 (0.024 mi.)	I108	133
YOONS UNION SERVICE	4000 W CENTURY BLVD	S 0 - 1/8 (0.036 mi.)	I116	138
BUFFINGTON PONTIAC C	204 N LA BREA AV	NW 0 - 1/8 (0.048 mi.)	S121	140
INGLEWOOD SERVICE GA	214 N LA BREA AV	NW 0 - 1/8 (0.048 mi.)	S122	140
BAUM C L	202 E MANCHESTER B	WNW 0 - 1/8 (0.048 mi.)	R123	140
UNION OIL SERVICE	220 N LA BREA AVE	NW 0 - 1/8 (0.062 mi.)	S131	158
LONG E W	208 N LA BREA	NW 0 - 1/8 (0.067 mi.)	S136	161
DURYER'S SHELL SERVI	201 S LA BREA	WNW 0 - 1/8 (0.081 mi.)	T146	169
BUSY BEE QUICK SERVI	106 W FLORENCE AVE	NW 0 - 1/8 (0.082 mi.)	Y147	169
WEARING E C	304 NUTWOOD	W 0 - 1/8 (0.086 mi.)	R148	169
KLEIN C W	250 N LA BREA AV	NW 0 - 1/8 (0.092 mi.)	V152	174
FOTJCH JAMLB RP	300 S MARKET ST	W 0 - 1/8 (0.093 mi.)	Z154	175
GARDNER W H	270 N LA BREA AV	NW 0 - 1/8 (0.097 mi.)	V162	180
SPARLING G F	217 N LA BREA AV	WNW 0 - 1/8 (0.100 mi.)	AB167	183
AMERICAN AUTOMOTIVE	4055 W CENTURY BLVD	S 0 - 1/8 (0.101 mi.)	168	184
DICKS UNION SERVICE	145 E MANCHESTER	WNW 0 - 1/8 (0.103 mi.)	T172	189
WALKER 0 B	320 S MARKET	W 0 - 1/8 (0.109 mi.)	Z175	191
DAGGETT H A	310 S MARKET LN	W 0 - 1/8 (0.117 mi.)	Z187	210
DELGADOS AUTOMOTIVE	300 N LA BREA	NW 0 - 1/8 (0.123 mi.)	AD191	213
PITSTOP AUTO REPAIR	309 E HILLCREST BLVD	W 0 - 1/8 (0.123 mi.)	Z192	214
DUKES AUTOMOTIVE SER	10223 S PRAIRIE AVE	S 0 - 1/8 (0.124 mi.)	AE193	214

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 32 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SENILK INC	246 N MARKET	0 - 1/8 (0.000 mi.)	A2	8
CARR P C	166 N MARKET	0 - 1/8 (0.000 mi.)	B6	12
WILSON S DICK CLEANE	144 S MARKET	0 - 1/8 (0.000 mi.)	F19	23
HI-TECH CLEANERS	911 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	J49	73
NORGETOWN PLAZA CLEA	1041 S PRAIRIE AVE	S 0 - 1/8 (0.002 mi.)	G62	89
MILLER BENJ	310 E MANCHESTER A	WNW 0 - 1/8 (0.002 mi.)	M69	94
COMISTACI PAUL	136 N MARKET	WNW 0 - 1/8 (0.003 mi.)	B70	94
COURY S A	203 S MARKET	WNW 0 - 1/8 (0.004 mi.)	F73	94
SUPER LAUNDRY	837 S PRAIRIE AVE	S 0 - 1/8 (0.005 mi.)	J79	97
REGAL CLEANERS	700 E MANCHESTER BLV	W 0 - 1/8 (0.008 mi.)	P90	119
COIN LAUNDRY	10023 S PRAIRIE AVE	S 0 - 1/8 (0.009 mi.)	I95	127
INGLEWOOD DYE WORKS	112 N MARKET	WNW 0 - 1/8 (0.013 mi.)	O99	128
MOORE R L	205 N MARKET	NW 0 - 1/8 (0.016 mi.)	B102	129
RED CAP CLEANERS AND	306 E QUEEN	WNW 0 - 1/8 (0.024 mi.)	O110	133
COURY S A	308 E QUEEN	WNW 0 - 1/8 (0.027 mi.)	O111	134
WILSON GO GET EM	225 S MARKET	WNW 0 - 1/8 (0.034 mi.)	R113	137
COURY SAML	231 E MANCHESTER A	WNW 0 - 1/8 (0.035 mi.)	F114	137
GIL'S CLEANERS	312 E QUEEN	WNW 0 - 1/8 (0.047 mi.)	O118	139
YOUNG N W	215 E REGENT	WNW 0 - 1/8 (0.048 mi.)	S120	140

EXECUTIVE SUMMARY

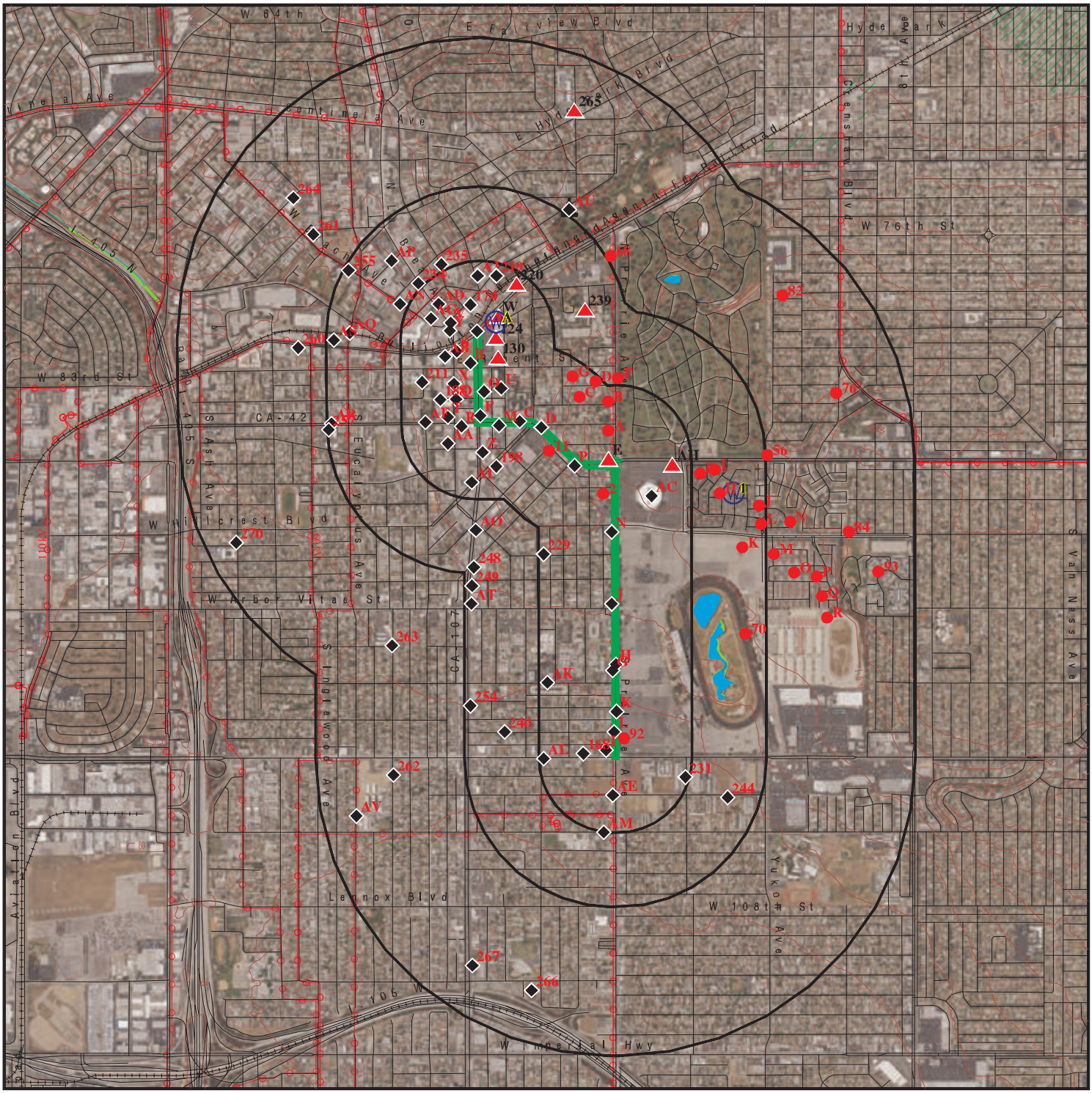
Lower Elevation	Address	Direction / Distance	Map ID	Page
THOMPSON ANNA MRS	341 E QUEEN	WNW 0 - 1/8 (0.058 mi.)	O125	141
GINTER M G	424 E QUEEN	WNW 0 - 1/8 (0.063 mi.)	U134	161
DELUXE CLEANERS & DY	104 S LA BREA AVE	WNW 0 - 1/8 (0.066 mi.)	Q135	161
RPM CLEANERS	212 E REGENT	WNW 0 - 1/8 (0.072 mi.)	S143	168
GRAY'S LAUNDERALL	146 1/2 N LA BREA AV	WNW 0 - 1/8 (0.073 mi.)	X144	169
INDIA RUG CLEANERS	253 N LA BREA AVE	NW 0 - 1/8 (0.076 mi.)	Y145	169
MODE CLEANERS & DYER	300 S MARKET	W 0 - 1/8 (0.093 mi.)	Z156	177
CONCORD CLEANERS	113 E MANCHESTER BLV	WNW 0 - 1/8 (0.095 mi.)	T157	177
EVER SOFT DRY CLEANE	218 E NUTWOOD ST	W 0 - 1/8 (0.098 mi.)	AA163	181
JB CLEANERS	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA183	200
NEMOY JACOB	104 E QUEEN	WNW 0 - 1/8 (0.118 mi.)	188	210
FETSCH L N	312 S MARKET	W 0 - 1/8 (0.118 mi.)	Z189	210
FETSCH L N	324 S MARKET	W 0 - 1/8 (0.124 mi.)	Z195	216

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 4 records.

Site Name	Database(s)
AIRPORT PLAZA CLEANERS CHARLES W V	CDL
METRO RAIL TO RIVER PROJECT	DRYCLEANERS
BNSF HR-LA-C-GET-HB-3/HB-4	ENVIROSTOR, VCP
	ENVIROSTOR

OVERVIEW MAP - 5328772.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Power transmission lines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern

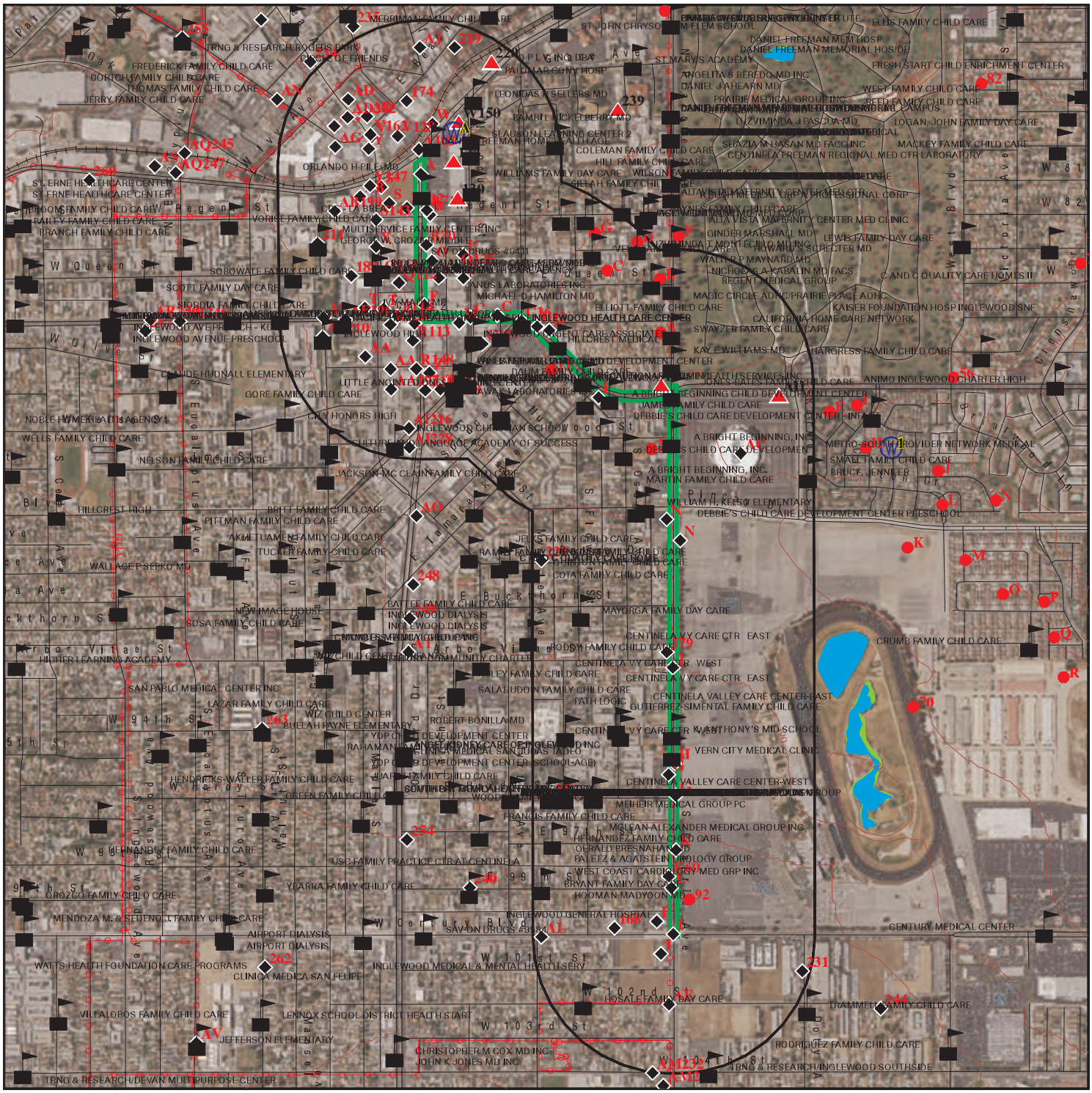
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This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Inglewood Transit Interconnector	CLIENT:	GeoSyntec
ADDRESS:	Manchester Blvd/Prairie Ave Inglewood CA 90301	CONTACT:	Mital Desai
LAT/LONG:	33.95979 / 118.344019	INQUIRY #:	5328772.2s
		DATE:	June 11, 2018 7:15 pm

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DETAIL MAP - 5328772.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

0 1/4 1/2 1 Miles

- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Inglewood Transit Interconnector	CLIENT:	GeoSyntec
ADDRESS:	Manchester Blvd/Prairie Ave Inglewood CA 90301	CONTACT:	Mital Desai
LAT/LONG:	33.95979 / 118.344019	INQUIRY #:	5328772.2s
		DATE:	June 11, 2018 7:18 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		1	0	1	NR	NR	2
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		6	1	NR	NR	NR	7
RCRA-SQG	0.250		14	11	NR	NR	NR	25
RCRA-CESQG	0.250		1	0	NR	NR	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	3	2	12	NR	17
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	3	NR	NR	3
State and tribal leaking storage tank lists								
LUST	0.500		8	4	16	NR	NR	28

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		2	0	4	NR	NR	6
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		15	4	NR	NR	NR	19
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		1	0	0	NR	NR	1
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	2	NR	NR	NR	2
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		13	5	NR	NR	NR	18
HIST UST	0.250		12	12	NR	NR	NR	24
CA FID UST	0.250		3	2	NR	NR	NR	5
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		4	NR	NR	NR	NR	4
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	0	NR	NR	NR	3
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		1	NR	NR	NR	NR	1
FTTS	0.001		2	NR	NR	NR	NR	2
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		2	NR	NR	NR	NR	2
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		1	NR	NR	NR	NR	1
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		8	NR	NR	NR	NR	8
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		5	NR	NR	NR	NR	5
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		23	1	NR	NR	NR	24
EMI	0.001		6	NR	NR	NR	NR	6
ENF	0.001		1	NR	NR	NR	NR	1
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		12	NR	NR	NR	NR	12
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		4	4	12	NR	NR	20
LOS ANGELES CO. HMS	0.001		4	NR	NR	NR	NR	4
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		1	NR	NR	NR	NR	1
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		1	NR	NR	NR	NR	1
WIP	0.250		0	0	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		6	NR	NR	NR	NR	6
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	1	NR	1
EDR Hist Auto	0.125		48	NR	NR	NR	NR	48
EDR Hist Cleaner	0.125		32	NR	NR	NR	NR	32
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	240	49	38	13	0	340

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **CARRIAGE CLEANER, SUE PARK DBA** **EMI** **S106828095**
246 N. MARKET ST. **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 11 in cluster A

Relative: EMI:
Lower

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	75428
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Actual:
151 ft.

A2 **SENILK INC** **EDR Hist Cleaner** **1019950002**
246 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 11 in cluster A

Relative: EDR Hist Cleaner
Lower

Actual:
151 ft.

Year:	Name:	Type:
1971	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1972	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1973	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1974	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1977	SENILK INC	Drycleaning Plants, Except Rugs
1978	SENILK INC	Drycleaning Plants, Except Rugs
1979	SENILK INC	Drycleaning Plants, Except Rugs
1979	SENILK INC	Drycleaning Plants, Except Rugs
1980	SENILK INC	Drycleaning Plants, Except Rugs
1982	SENILK INC	Drycleaning Plants, Except Rugs
1983	SENILK INC	Drycleaning Plants, Except Rugs
1985	SENILK INC	Drycleaning Plants, Except Rugs
1986	SENILK INC	Drycleaning Plants, Except Rugs
1991	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1992	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1993	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1994	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1995	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1996	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1997	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1998	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC

A3 **CARRIAGE CLEANER** **DRYCLEANERS** **S121700631**
246 N MARKET ST **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	99114
Application Number:	285753
Permit Number:	D77603
Status:	O
Representative Name:	HONG KI PARK
Representative Telephone:	213 6783639
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

A4 **SUTTON GEO M** **EDR Hist Auto** **1009114963**
227-261 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 4 of 11 in cluster A

Relative: Lower
Actual: 150 ft.

EDR Hist Auto

Year:	Name:	Type:
1935	SUTTON GEO M	AUTOMOBILE REPAIRING
1935	SUTTON GEO M	AUTOMOBILE GARAGES
1940	SUTTON GEO M	AUTOMOBILE GARAGES
1940	SUTTON GEO M	AUTOMOBILE REPAIRING

A5 **APPLE ONE HOUR PHOTO LAB** **RCRA-SQG** **1000279329**
228 N MARKET ST **FINDS** **CAD981463235**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft. **HAZNET**

Site 5 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

RCRA-SQG:

Date form received by agency:	05/01/1992
Facility name:	APPLE ONE HOUR PHOTO LAB
Facility address:	228 N MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD981463235
Contact:	JONG KIM
Contact address:	228 N MARKET ST INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-674-8422
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

APPLE ONE HOUR PHOTO LAB (Continued) **1000279329**

Owner/Operator Summary:
- Owner/operator name: JOUNG AI MAYOTTE
- Owner/operator address: 12580 WESTMINSTER AVE
  LOS ANGELES, CA 90066
- Owner/operator country: Not reported
- Owner/operator telephone: 213-390-4638
- Owner/operator email: Not reported
- Owner/operator fax: Not reported
- Owner/operator extension: Not reported
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002716106

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
- Envid: 1000279329
- Registry ID: 110002716106
- DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002716106

HAZNET:
- envid: 1000279329

APPLE ONE HOUR PHOTO LAB (Continued) **1000279329**

Year: 2003
GEPAID: CAD981463235
Contact: CHONG HO YIM
Telephone: 3104779706
Mailing Name: Not reported
Mailing Address: 228 N MARKET ST
Mailing City,St,Zip: INGLEWOOD, CA 903011217
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.25
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000279329
Year: 1998
GEPAID: CAD981463235
Contact: CHIN HAE YIM
Telephone: 3106748422
Mailing Name: Not reported
Mailing Address: 228 N MARKET ST
Mailing City,St,Zip: INGLEWOOD, CA 903011217
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 1.0792
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000279329
Year: 1997
GEPAID: CAD981463235
Contact: CHIN HAE YIM
Telephone: 3106748422
Mailing Name: Not reported
Mailing Address: 228 N MARKET ST
Mailing City,St,Zip: INGLEWOOD, CA 903011217
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .9835
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000279329
Year: 1997
GEPAID: CAD981463235
Contact: CHIN HAE YIM

APPLE ONE HOUR PHOTO LAB (Continued) **1000279329**

Telephone:	3106748422
Mailing Name:	Not reported
Mailing Address:	228 N MARKET ST
Mailing City,St,Zip:	INGLEWOOD, CA 903011217
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	Recycler
Tons:	.0012
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000279329
Year:	1996
GEPAID:	CAD981463235
Contact:	CHIN HAE YIM
Telephone:	3106748422
Mailing Name:	Not reported
Mailing Address:	228 N MARKET ST
Mailing City,St,Zip:	INGLEWOOD, CA 903011217
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	2.8512
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

B6 **CARR P C** **EDR Hist Cleaner** **1009210731**
166 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 1 of 6 in cluster B

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
150 ft. 1940 CARR P C CLOTHES PRESSERS AND CLEANERS

A7 **STANDARD STATIONS INC** **EDR Hist Auto** **1009116047**
235 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 6 of 11 in cluster A

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
150 ft. 1931 SOUTHERN CALIFORNIA STATIONS IN GASOLINE AND OIL SERVICE STATIONS

STANDARD STATIONS INC (Continued) **1009116047**

1935 STANDARD STATIONS INC GASOLINE AND OIL SERVICE STATIONS

A8 **CARRIAGE CLEANERS** **RCRA-SQG** **1000358296**
246 N MARKET BLVD **FINDS** **CAD982000218**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 7 of 11 in cluster A

Relative: **Lower**
Actual: **151 ft.**

RCRA-SQG:

Date form received by agency:	04/04/1994
Facility name:	CARRIAGE CLEANERS
Facility address:	246 N MARKET BLVD INGLEWOOD, CA 90301
EPA ID:	CAD982000218
Contact:	HOWARD PARK
Contact address:	246 N MARKET BLVD INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-678-3635
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HOWARD PARK
Owner/operator address:	246 N MARKET BLVD INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	310-678-3635
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

CARRIAGE CLEANERS (Continued) **1000358296**

Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002772312

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000358296
Registry ID:	110002772312
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002772312

A9 **CARRIAGE CLEANER** **DRYCLEANERS** **S121699380**
246 N MARKET ST **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 8 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	75428
Application Number:	216924
Permit Number:	D28334
Status:	O
Representative Name:	SUE OR SANG
Representative Telephone:	213 6783635
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.20001221
UTM North:	3759

A10 **CARRIAGE CLEANERS** **DRYCLEANERS** **S106828094**
246 N MARKET ST **EMI** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 9 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	37656
Application Number:	105030
Permit Number:	M32519
Status:	S
Representative Name:	SANG BAE KIM
Representative Telephone:	213 6783635
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	37656
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

A11 **WALKER A L** **EDR Hist Auto** **1009116482**
232 N MARKET ST **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 10 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

EDR Hist Auto

Year:	Name:	Type:
1927	WALKER A L	AUTOMOBILE REPAIRING AND SERVICE STATIONS

C12 **BRUNO'S** **SWEEPS UST** **S106923602**
450 E MANCHESTER BLVD **N/A**
< 1/8 **HUNTINGTON PARK, CA**
1 ft.

Site 1 of 8 in cluster C

Relative: SWEEPS UST:
Lower

Status:	Active
Comp Number:	10920
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

Actual:
153 ft.

D13 **VONS FUEL STATION 2502** **HAZNET** **S105512050**
510 E MANCHESTER BLVD **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 9 in cluster D

Relative: HAZNET:
Lower

envid:	S105512050
Year:	2016
GEPAID:	CAL000381824
Contact:	SHARON SANGER
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	250 E PARKCENTER BLVD
Mailing City,St,Zip:	BOISE, ID 837060000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.09
Cat Decode:	Other organic solids
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S105512050
Year:	2015
GEPAID:	CAL000381824
Contact:	SHARON PLOUFFE
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	5918 STONERIDGE MALL RD
Mailing City,St,Zip:	PLEASANTON, CA 945883229
Gen County:	Los Angeles

Actual:
137 ft.

VONS FUEL STATION 2502 (Continued) **S105512050**

TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.08
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S105512050
Year: 2015
GEPAID: CAL000381824
Contact: SHARON PLOUFFE
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.231
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S105512050
Year: 2014
GEPAID: CAL000381824
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.045
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S105512050
Year: 2013
GEPAID: CAL000381824
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles

VONS FUEL STATION 2502 (Continued) **S105512050**

TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.063
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 026830-037363
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 000345989
Permit Status: Permit

E14 **LECESSE NICK** **EDR Hist Auto** **1009116074**
830 E MANCHESTER BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 2 in cluster E

Relative: EDR Hist Auto
Lower

Actual: **154 ft.**

Year:	Name:	Type:
1931	HORST OTTO	GASOLINE AND OIL SERVICE STATIONS
1935	PETERSON. L A	GASOLINE AND OIL SERVICE STATIONS
1971	LECESSE NICK	Gasoline Service Stations
1972	LECESSE NICK	Gasoline Service Stations
1973	LECESSE NICK	Gasoline Service Stations
1974	LECESSE NICK	Gasoline Service Stations
1975	LECESSE NICK	Gasoline Service Stations

C15 **CHMIRS** **S112826663**
SOUTH LOCUST STREET AND MANCHESTER BLVD - PARKING GARAGE **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 2 of 8 in cluster C

Relative: CHMIRS:
Lower

Actual: **151 ft.**

OES Incident Number: 12-0020
OES notification: 01/02/2012
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported

(Continued) **S112826663**

Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Other
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Unknown
Other:	Not reported
Date/Time:	1817
Year:	2012
Agency:	LA County HAZMAT
Incident Date:	1/2/2012
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Not reported
E Date:	Not reported
Substance:	Mixture of Chemicals
Quantity Released:	Unknown
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	2
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	RP states that a mixture of unknown chemicals

(Continued) **S112826663**

have caused the release of a vapor inside of a vehicle. Two deceased subjects are in the vehicle. HAZMAT team on site performing an investigation to determine if chemical reaction has ceased..

C16 **INGLEWOOD HEALTHCARE CENTER** **HAZNET** **S112961180**
100 S HILLCREST BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 8 in cluster C

Relative: Lower
Actual: 154 ft.

HAZNET:

envid:	S112961180
Year:	2007
GEPAID:	CAC002616274
Contact:	ARMANDO AREVALO
Telephone:	3106779114
Mailing Name:	Not reported
Mailing Address:	100 S HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903011313
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.17
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

C17 **INSTANT PRINT OF INGLEWOOD** **FINDS** **1023280685**
425 E MANCHESTER BLVD # G **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 4 of 8 in cluster C

Relative: Lower
Actual: 153 ft.

FINDS:

Registry ID: 110065712802

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

D18 **CHMIRS** **S107450342**
N/A

510 EAST MANCHESTER BLVD
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 9 in cluster D

Relative: CHMIRS:
Lower

Actual: OES Incident Number:	4-1210
137 ft. OES notification:	03/03/2004
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Storm drain
Spill Site:	Not reported
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2004
Agency:	Veeder Root
Incident Date:	3/3/200412:00:00 AM
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Gallons:	12
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported

(Continued) **S107450342**

Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Substance was released when customer tripped on hose causing hose to fall to the ground releasing substance.
OES Incident Number:	7-1198
OES notification:	02/23/2007
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Unknown
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007

(Continued) **S107450342**

Agency:	Veeder Root
Incident Date:	2/23/2007 12:00:00 AM
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Gallons:	0.000000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states that auto shut-off was on when nozzle was removed from the vehicle releasing substance.

F19 **WILSON S DICK CLEANER SERVICE** **EDR Hist Cleaner** **1009212803**
144 S MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 1 of 9 in cluster F

Relative: EDR Hist Cleaner
Lower

Actual: **144 ft.**

Year:	Name:	Type:
1940	WILSON S DICK CLEANER SERVICE	CLOTHES PRESSERS AND CLEANERS

F20 **THE NEW WORLD** **RCRA-SQG** **1000125063**
155 SO MARKET ST **FINDS** **CAD982468290**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 2 of 9 in cluster F

Relative: RCRA-SQG:
Lower

Actual: **141 ft.**

Date form received by agency:	10/24/1988
Facility name:	THE NEW WORLD
Facility address:	155 SO MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD982468290
Mailing address:	SO MARKET ST INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	155 SO MARKET ST

THE NEW WORLD (Continued) **1000125063**

INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 213-678-8484
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: VICTOR SMITH
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

THE NEW WORLD (Continued) **1000125063**

Violation Status: No violations found

FINDS:

Registry ID: 110002818933

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000125063
Registry ID: 110002818933
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002818933

D21 **VONS FUEL CENTER #2502** **UST** **U004265727**
510 E MANCHESTER BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 9 in cluster D

Relative: Lower
Actual: 137 ft.

UST:
Facility ID: LACoFA0033888
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96105
Longitude: -118.34781

Facility ID: LACoFA0033888
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96105
Longitude: -118.34781

D22 **VONS FUEL CENTER - INGLEWOOD #2502** **FINDS** **1023365958**
510 E MANCHESTER BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 4 of 9 in cluster D

Relative: Lower
Actual: 137 ft.

FINDS:

Registry ID: 110066635010

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

D23 **SEARCH AUTO CENTER (FORMER)** **LUST** **S101296468**
500 MANCHESTER BLVD E **HIST CORTESE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 5 of 9 in cluster D

Relative: **Lower**

Actual: **150 ft.**

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703418
Global Id:	T0603703418
Latitude:	33.9613015
Longitude:	-118.3484428
Status:	Completed - Case Closed
Status Date:	07/19/1996
Case Worker:	YR
RB Case Number:	I-09429
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603703418
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703418
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603703418
Action Type:	Other
Date:	01/27/1987
Action:	Leak Stopped

Global Id:	T0603703418
Action Type:	Other
Date:	02/20/1990
Action:	Leak Reported

Global Id:	T0603703418
Action Type:	Other
Date:	01/27/1987
Action:	Leak Discovery

SEARS AUTO CENTER (FORMER) (Continued) **S101296468**

LUST:
Global Id: T0603703418
Status: Open - Case Begin Date
Status Date: 01/27/1987

Global Id: T0603703418
Status: Open - Site Assessment
Status Date: 04/11/1991

Global Id: T0603703418
Status: Completed - Case Closed
Status Date: 07/19/1996

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-09429	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703418	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	SPRUCE AVE.	
Enforcement Type:	Not reported	
Date Leak Discovered:	1/27/1987	
Date Leak First Reported:		2/20/1990
Date Leak Record Entered:	4/24/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	1/27/1987	
Date Case Last Changed on Database:		6/25/1997
Date the Case was Closed:		7/19/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	WARFIELD	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2011.32146883818317511527157 13
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		4/11/1991
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported

SEARS AUTO CENTER (FORMER) (Continued) **S101296468**

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: SEARS ROEBUCK AND COMPANY
RP Address: DEPT 731 LP BSC36-20, MERCHANDISE GRP, CHICAGO IL 60684
Program: LUST
Lat/Long: 33.9613015 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09429

G24 **HOLLYWOOD PARK** **ICIS 1018305271**
1050 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 13 in cluster G

Relative: **Lower**
Actual: **102 ft.**

ICIS:
Enforcement Action ID: CA-N00002729
FRS ID: 110020050558
Action Name: HOLLYWOOD PARK (Permit CA0064211) Administrative Order
Facility Name: HOLLYWOOD PARK
Facility Address: 1050 PRAIRIE AVE
INGLEWOOD, CA 90301
Enforcement Action Type: State CWA Non Penalty AO
Facility County: LOS ANGELES
Program System Acronym: NPDES
Enforcement Action Forum Desc: Administrative - Formal
EA Type Code: SCWAAO
Facility SIC Code: 7948
Federal Facility ID: Not reported
Latitude in Decimal Degrees: 33.952528
Longitude in Decimal Degrees: -118.343722
Permit Type Desc: NPDES Individual Permit
Program System Acronym: CA0064211
Facility NAICS Code: Not reported
Tribal Land Code: Not reported

Enforcement Action ID: CA-N00002728
FRS ID: 110020050558
Action Name: HOLLYWOOD PARK (Permit CA0064211) Administrative Order
Facility Name: HOLLYWOOD PARK
Facility Address: 1050 PRAIRIE AVE
INGLEWOOD, CA 90301

HOLLYWOOD PARK (Continued) **1018305271**

Enforcement Action Type:	State CWA Non Penalty AO
Facility County:	LOS ANGELES
Program System Acronym:	NPDES
Enforcement Action Forum Desc:	Administrative - Formal
EA Type Code:	SCWAAO
Facility SIC Code:	7948
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.952528
Longitude in Decimal Degrees:	-118.343722
Permit Type Desc:	NPDES Individual Permit
Program System Acronym:	CA0064211
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported
Enforcement Action ID:	CA-N00001534
FRS ID:	110020050558
Action Name:	HOLLYWOOD PARK (Permit CA0064211) Viol. Notice To Regultd Entity
Facility Name:	HOLLYWOOD PARK
Facility Address:	1050 PRAIRIE AVE INGLEWOOD, CA 90301
Enforcement Action Type:	Notice of Violation
Facility County:	LOS ANGELES
Program System Acronym:	NPDES
Enforcement Action Forum Desc:	Administrative - Informal
EA Type Code:	NOV
Facility SIC Code:	7948
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.952528
Longitude in Decimal Degrees:	-118.343722
Permit Type Desc:	NPDES Individual Permit
Program System Acronym:	CA0064211
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported

H25 **HOLLYWOOD PARK OPERATING CO** **EMI** **S106832656**
1050 S PRAIRIE AV **N/A**
< 1/8 **LOS ANGELES, CA 90306**
1 ft.

Site 1 of 15 in cluster H

Relative: EMI:
Lower

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Actual:
107 ft.

G26 **HOLLYWOOD PARK RACETRACK** **RCRA-LQG** **1019322658**
1050 SOUTH PRAIRIE AVENUE **CAP000264606**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 13 in cluster G

Relative: **Lower**

Actual: **102 ft.**

RCRA-LQG:

Date form received by agency:	06/14/2016
Facility name:	HOLLYWOOD PARK RACETRACK
Facility address:	1050 SOUTH PRAIRIE AVENUE INGLEWOOD, CA 90301
EPA ID:	CAP000264606
Mailing address:	SOUTH PRAIRIE AVENUE INGLEWOOD, CA 90301
Contact:	CLEN BOUNDS
Contact address:	WEST CENTURY BLVD INGLEWOOD, CA 90303
Contact country:	US
Contact telephone:	310-419-1619
Contact email:	CLENB@BETFAIRHOLLYWOODPARK.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	HOLLYWOOD PARK LAND COMPANY LLC
Owner/operator address:	EMBARCADERO CENTER STE 3300 SAN FRANCISCO, CA 94111
Owner/operator country:	US
Owner/operator telephone:	415-905-5300
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	09/23/2005
Owner/Op end date:	Not reported

Owner/operator name:	HOLLYWOOD PARK LAND COMPANY LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator

HOLLYWOOD PARK RACETRACK (Continued) **1019322658**

Owner/Op start date: 09/23/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 611
. Waste name: Contaminated soil from site clean-ups

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

H27 **HOLLYWOOD PARK** **US AIRS 1007649232**
1050 S PRAIRIE AVE **FINDS N/A**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 2 of 15 in cluster H

Relative: **Lower**
Actual: **107 ft.**

US AIRS MINOR:
Envid: 1007649232
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
D and B Number: Not reported
Primary SIC Code: 7948
NAICS Code: 812320
Default Air Classification Code: MIN
Facility Type of Ownership Code: POF
Air CMS Category Code: Not reported
HPV Status: Not reported

US AIRS MINOR:
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported

HOLLYWOOD PARK (Continued) **1007649232**

Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN

HOLLYWOOD PARK (Continued) **1007649232**

Air Program: Title V Permits
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

US AIRS MINOR:
Envid: 1007649232
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
D and B Number: Not reported
Primary SIC Code: 7948
NAICS Code: 812320
Default Air Classification Code: MIN
Facility Type of Ownership Code: POF
Air CMS Category Code: Not reported
HPV Status: Not reported

US AIRS MINOR:
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

HOLLYWOOD PARK (Continued) **1007649232**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

FINDS:

Registry ID: 110020050558

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major

HOLLYWOOD PARK (Continued) **1007649232**

redesign to support facility operating permits required under Title V of the Clean Air Act.

AIR EMISSIONS CLASSIFICATION UNKNOWN

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

AIR MINOR

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1007649232
Registry ID:	110020050558
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110020050558

I28 **HOLLYWOOD PARK MIXED USE** **CIWQS** **S121644630**
NORTHEAST CORNER OF CENTURY BLVD & PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90304**
1 ft.

Site 1 of 9 in cluster I

Relative: **Lower**
Actual: **90 ft.**

CIWQS:

Agency:	Hollywood Park Land Co LLC
Agency Address:	100 Wilshire Blvd Ste 940, Santa Monica, CA 90401
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C359149
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	07/07/2010
Termination Date:	09/30/2011
Expiration/Review Date:	Not reported
Design Flow:	Not reported

HOLLYWOOD PARK MIXED USE (Continued) **S121644630**

Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.942
Longitude:	-118.341

J29 **HI-TECH CLEANERS** **DRYCLEANERS** **S106167104**
911 S PRAIRIE AVE **EMI** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 9 in cluster J

Relative: **Lower**
Actual: **119 ft.**

DRYCLEAN SOUTH COAST:

Facility ID:	179953
Application Number:	574901
Permit Number:	G35719
Status:	A
Representative Name:	JC YEPEZ
Representative Telephone:	310 4126060
Permit Status:	INACT_NR
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	375.82000732
UTM North:	3757.5300293

Facility ID:	69858
Application Number:	210401
Permit Number:	D13159
Status:	S
Representative Name:	M MOADDEL
Representative Telephone:	310 4126060
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.79299927
UTM North:	3757.5119629

Facility ID:	69858
Application Number:	473545
Permit Number:	F93020
Status:	S
Representative Name:	M MOADDEL
Representative Telephone:	310 4126060
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	375.79299927
UTM North:	3757.5119629

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	69858
Air District Name:	SC

HI-TECH CLEANERS (Continued) **S106167104**

SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

K30 **HOLLYWOOD PARK** **HIST FTTS** **1006282855**
1150 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 3 in cluster K

Relative: **Lower**
Actual: **97 ft.**

HIST FTTS INSP:

Inspection Number:	19870304CA001 3
Region:	09
Inspection Date:	Not reported
Inspector:	BERMAN
Violation occurred:	No
Investigation Type:	Section 6 PCB State Conducted
Investigation Reason:	Neutral Scheme, State
Legislation Code:	TSCA
Facility Function:	User

H31 **HOLLYWOOD PARK** **SWEEPS UST** **S106927342**
1050 N PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 3 of 15 in cluster H

Relative: **Lower**
Actual: **107 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	10320
Number:	9
Board Of Equalization:	44-008814
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010320-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	2
Status:	Active
Comp Number:	10320

HOLLYWOOD PARK (Continued) **S106927342**

Number:	9
Board Of Equalization:	44-008814
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010320-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

L32 **PRESTIGE AUTO REPAIR** **HAZNET** **S102057514**
1201 S PRAIRIE AVE **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 3 in cluster L

Relative: Lower
Actual: 94 ft.

HAZNET:

envid:	S102057514
Year:	2013
GEPAID:	CAL000322495
Contact:	OBED MEJIA
Telephone:	3106717732
Mailing Name:	Not reported
Mailing Address:	1201 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903016516
Gen County:	Los Angeles
TSD EPA ID:	AZR000509950
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.57
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	013451-013813
Facility Type:	Not reported
Facility Status:	Removed
Area:	2E
Permit Number:	Not reported
Permit Status:	Not reported

H33 **SOUTHERN CAL EQUINE FOUNDATION** **HAZNET** **S113052410**
1050 PRAIRIE AVE **N/A**
< 1/8 **ENGLEWOOD, CA 90301**
1 ft.

Site 4 of 15 in cluster H

Relative: HAZNET:
Lower

Actual: envid: S113052410
107 ft. Year: 1998
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113052410
Year: 1997
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0050
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113052410
Year: 1994
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0416
Cat Decode: Not reported
Method Decode: Not reported

SOUTHERN CAL EQUINE FOUNDATION (Continued) **S113052410**

Facility County: Los Angeles

envid: S113052410
Year: 1993
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 2.07999999999
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

H34 **HOLLYWOOD PARK RACE TRACK** **CPS-SLIC** **U001563804**
1050 S PRAIRIE AVE **UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **BROWNFIELDS**
1 ft. **HIST UST**
Site 5 of 15 in cluster H **DRYCLEANERS**
EMI
Relative: Lower **HAZNET**
LOS ANGELES CO. HMS
Actual: 107 ft. **NPDES**
CIWQS

CPS-SLIC:
Region: STATE
Facility Status: **Open - Assessment & Interim Remedial Action**
Status Date: 03/26/2010
Global Id: SL0603786356
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 33.9505512748099
Longitude: -118.338117599487
Case Type: Cleanup Program Site
Case Worker: GAC
Local Agency: Not reported
RB Case Number: 1207
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Tetrachloroethylene (PCE), Arsenic
Site History: SITE SUMMARY: Horse racing track since 1938. Scheduled to be demolished in 2009 and redeveloped into mixed residential/commercial use. 238 acres total with paved parking area, grandstand building with former dry cleaners, casino, former race track maintenance area, vehicle maintenance area, racing track and infield, practice track and infield, former oil field impoundments, storm water sediment area, horse stables, and treated wastewater impoundments. Adjacent to Texaco Cypress Fee former oil field site (since redeveloped residential), responsible for PHC-contaminated GW in eastern area of property. GW exceeds MCL for PCE at the former dry cleaner area (5.8 ug/L in grab sample), TPH in groundwater in the western parking area

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

(980 ug/L max), and nitrate in groundwater in the western half of the property (17,000 ug/L). Strong evidence for off-site sources of nitrate and TPH GW contamination. SVE installed in 2007 in former dry cleaners beneath the grandstand and operated until December 2008 to mitigate PCE soil vapors to a depth of 50 ft BGS. Approx 30 lbs VOCs removed to-date. PCE soil and GW plumes need to be fully defined after demolition. Depth to GW approximately 100 ft bgs in the western half and 150 feet bgs in the eastern half. A large fault separates the east and west portions of the property. GW flow direction is uncertain, but 4 to 6 monitoring wells are planned. Formerly agricultural until 1938 when developed as a racetrack. Never used for industrial purposes, minor soil and GW contamination detected in the former dry cleaners, vehicle and track maintenance areas, and former oil field impoundment areas. Approved soil management plan to investigate and remediate contaminated soil during redevelopment. NEEDED: Further investigation of the former dry cleaner area.

Click here to access the California GeoTracker records for this facility:

UST:

Facility ID:	LACoFA0021198
Permitting Agency:	Los Angeles County Fire Department
Latitude:	33.94914
Longitude:	-118.34111

BROWNFIELDS:

Global ID:	SL0603786356
Latitude:	33.950551275
Longitude:	-118.3381176
Project Type:	Cleanup Program Site
Status:	Open - Assessment & Interim Remedial Action
Status Date:	03/26/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Last Correspondence Date:	07/26/2017
Release Type:	Clarifier / Dry Cleaning Unit / Vapor Degreaser, Other Type of Release
Contaminant(s) of Concern:	Tetrachloroethylene (PCE), Arsenic
Media of Concern:	Aquifer used for drinking water supply
Past Use(s) that Caused Contamination:	AGRICULTURAL - ORCHARD, DRY CLEANING, VEHICLE MAINTENANCE
Human Health Exposure Controlled:	INSUFFICIENT DATA
Human Health Exposure Controlled Date:	03/12/2015
Groundwater Migration Controlled:	YES
Groundwater Migration Controlled Date:	03/12/2015
Primary Caseworker Name:	GREGG CRANDALL
Primary Caseworker Organization Name:	LOS ANGELES RWQCB (REGION 4)
Primary Caseworker Phone Number:	213-576-6701
Primary Caseworker Address:	320 W. 4TH ST., SUITE 200
Primary Caseworker Address:	LOS ANGELES
Primary Caseworker Address:	C
Primary Caseworker Email:	gcrandall@waterboards.ca.gov

HIST UST:

File Number:	00026E44
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026E44.pdf
Region:	STATE
Facility ID:	00000005142
Facility Type:	Other

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Other Type:	HORSE RACE TRACK
Contact Name:	JAMES W. BROWITT
Telephone:	2134191500
Owner Name:	HOLLYWOOD PARK OPERATING CO.
Owner Address:	1050 S. PRAIRIE
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1980
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00001500
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

DRYCLEAN SOUTH COAST:

Facility ID:	37370
Application Number:	103776
Permit Number:	M29588
Status:	A
Representative Name:	JOE ROBINSON
Representative Telephone:	310 4191618
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.80499268

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

UTM North: 3757.2451172

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	26
Reactive Organic Gases Tons/Yr:	21
Carbon Monoxide Emissions Tons/Yr:	66
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	66
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	66
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	114
NOX - Oxides of Nitrogen Tons/Yr:	20
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.007004252804671259
Reactive Organic Gases Tons/Yr:	1.665
Carbon Monoxide Emissions Tons/Yr:	3.763
NOX - Oxides of Nitrogen Tons/Yr:	11.664
SOX - Oxides of Sulphur Tons/Yr:	.156
Particulate Matter Tons/Yr:	.832

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Part. Matter 10 Micrometers and Smllr Tons/Yr:.83125

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.007004252804671259
Reactive Organic Gases Tons/Yr:	1.665
Carbon Monoxide Emissions Tons/Yr:	3.763
NOX - Oxides of Nitrogen Tons/Yr:	11.664
SOX - Oxides of Sulphur Tons/Yr:	.156
Particulate Matter Tons/Yr:	.832
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.83125

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.130862444534940600
Reactive Organic Gases Tons/Yr:	1.835607356
Carbon Monoxide Emissions Tons/Yr:	3.68
NOX - Oxides of Nitrogen Tons/Yr:	11.64
SOX - Oxides of Sulphur Tons/Yr:	.133848
Particulate Matter Tons/Yr:	.8328255
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.832062375

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.0483203523286102
Reactive Organic Gases Tons/Yr:	1.7603378000000001
Carbon Monoxide Emissions Tons/Yr:	3.6299999999999999
NOX - Oxides of Nitrogen Tons/Yr:	11.720000000000001
SOX - Oxides of Sulphur Tons/Yr:	0.13239000000000001
Particulate Matter Tons/Yr:	0.76717000000000002
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.75064900000000001

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	145829

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.1432437279646002
Reactive Organic Gases Tons/Yr:	1.8117399999999999
Carbon Monoxide Emissions Tons/Yr:	3.9089200000000002
NOX - Oxides of Nitrogen Tons/Yr:	13.70398
SOX - Oxides of Sulphur Tons/Yr:	0.19017999999999999
Particulate Matter Tons/Yr:	0.98046999999999995
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.95905172000000005

Year:	2011
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.8585961184
Reactive Organic Gases Tons/Yr:	1.55644
Carbon Monoxide Emissions Tons/Yr:	3.53307
NOX - Oxides of Nitrogen Tons/Yr:	12.23006
SOX - Oxides of Sulphur Tons/Yr:	0.16886
Particulate Matter Tons/Yr:	0.87503
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.85601572

Year:	2012
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.78595609281
Reactive Organic Gases Tons/Yr:	0.64807
Carbon Monoxide Emissions Tons/Yr:	1.33551
NOX - Oxides of Nitrogen Tons/Yr:	1.74932
SOX - Oxides of Sulphur Tons/Yr:	0.01000628
Particulate Matter Tons/Yr:	0.12917
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.12854582

Year:	2013
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.8815825118

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Reactive Organic Gases Tons/Yr: 0.72672
Carbon Monoxide Emissions Tons/Yr: 1.58985
NOX - Oxides of Nitrogen Tons/Yr: 3.09048
SOX - Oxides of Sulphur Tons/Yr: 0.01026
Particulate Matter Tons/Yr: 0.22471
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.22168342

HAZNET:
envid: U001563804
Year: 2016
GEPAID: CAP000264606
Contact: CLEN BOUNDS
Telephone: 3104191619
Mailing Name: Not reported
Mailing Address: 910 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903011480
Gen County: Los Angeles
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Contaminated soil from site clean-up
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 474
Cat Decode: Contaminated soil from site clean-up
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

envid: U001563804
Year: 2015
GEPAID: CAC002817934
Contact: STEPHEN D. COMLEY
Telephone: 5625723987
Mailing Name: Not reported
Mailing Address: 5905 N PARAMOUNT BLVD
Mailing City,St,Zip: LONG BEACH, CA 908053709
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 9.2
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010412-029988
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000267808
Permit Status: Closed

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Region: LA
Permit Category: T
Facility Id: 010412-046068
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 000483176
Permit Status: Removed

Region: LA
Permit Category: Not reported
Facility Id: 010412-030512
Facility Type: Not reported
Facility Status: OPEN
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	444448
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C369188
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	05/15/2017
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	03/07/2014
PROCESSED DATE:	03/18/2014
STATUS CODE NAME:	Terminated
STATUS DATE:	06/07/2017
PLACE SIZE:	284
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Chris Holmquist
FACILITY CONTACT TITLE:	Infrastructure Director
FACILITY CONTACT PHONE:	310-382-9023
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	cholmquist@wilsonmeany.com
OPERATOR NAME:	Hollywood Park Land Company LLC
OPERATOR ADDRESS:	4 Embarcadero Center
OPERATOR CITY:	San Francisco
OPERATOR STATE:	California
OPERATOR ZIP:	94111
OPERATOR CONTACT NAME:	Chris Holmquist
OPERATOR CONTACT TITLE:	Infrastructure Director
OPERATOR CONTACT PHONE:	310-382-9023

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	cholmquist@wilsonmeany.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Hollywood Park Land Company LLC
DEVELOPER ADDRESS:	4 Embarcadero Center
DEVELOPER CITY:	San Francisco
DEVELOPER STATE:	California
DEVELOPER ZIP:	94111
DEVELOPER CONTACT NAME:	Chris Holmquist
DEVELOPER CONTACT TITLE:	Infrastructure Director
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	Y
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Chris Holmquist
CERTIFIER TITLE:	Infrastructure Director
CERTIFICATION DATE:	07-MAR-14
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	293257
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I019821
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	05/13/2014
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

RECEIVED DATE:	05/09/2008
PROCESSED DATE:	10/12/2005
STATUS CODE NAME:	Terminated
STATUS DATE:	07/31/2014
PLACE SIZE:	238
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Clen Bounds
FACILITY CONTACT TITLE:	Property Manager
FACILITY CONTACT PHONE:	310-419-1619
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Hollywood Park Land Co LLC
OPERATOR ADDRESS:	4 Embarcadero Center Ste 3300
OPERATOR CITY:	San Francisco
OPERATOR STATE:	California
OPERATOR ZIP:	94111
OPERATOR CONTACT NAME:	Clen Bounds
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-419-1618
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	clenb@hollywoodpark.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-419-1619
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Clen Bounds
CERTIFIER TITLE:	Property Manager
CERTIFICATION DATE:	22-JUL-10
PRIMARY SIC:	7948-Racing, Including Track Operations
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	483126
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C379294
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	03/27/2017
PROCESSED DATE:	03/28/2017
STATUS CODE NAME:	Active
STATUS DATE:	03/28/2017
PLACE SIZE:	284
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Scott Owens
FACILITY CONTACT TITLE:	Director of Field Operations
FACILITY CONTACT PHONE:	602-21-715-0
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	scott.owens@aecom.com
OPERATOR NAME:	Pincay RE LLC a Delaware Limited Liability Company
OPERATOR ADDRESS:	211 North Stadium Blvd Suite 201
OPERATOR CITY:	Columbia
OPERATOR STATE:	Missouri
OPERATOR ZIP:	65203
OPERATOR CONTACT NAME:	R Maly
OPERATOR CONTACT TITLE:	President
OPERATOR CONTACT PHONE:	573-449-8323
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	bwildenhain@thekroenkegroup.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Pincay RE LLC a Delaware Limited Liability Company
DEVELOPER ADDRESS:	211 North Stadium Blvd Suite 201
DEVELOPER CITY:	Columbia
DEVELOPER STATE:	California
DEVELOPER ZIP:	65203
DEVELOPER CONTACT NAME:	Bryan Wildenhain
DEVELOPER CONTACT TITLE:	Property/Construction Manager
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	602-721-0715
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Type 1A-NON-Combustable
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	R Maly
CERTIFIER TITLE:	President
CERTIFICATION DATE:	27-MAR-17
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	483126
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C379294
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/28/2017
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Pincay RE LLC a Delaware Limited Liability Company
Discharge Address:	211 North Stadium Blvd Suite 201
Discharge City:	Columbia
Discharge State:	Missouri
Discharge Zip:	65203
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	444448
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C369188
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/18/2014
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	03/28/2017
Discharge Name:	Hollywood Park Land Company LLC
Discharge Address:	4 Embarcadero Center
Discharge City:	San Francisco
Discharge State:	California
Discharge Zip:	94111

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

CIWQS:

Agency:	Pincay RE LLC a Delaware Limited Liability Company
Agency Address:	211 North Stadium Blvd Suite 201, Columbia, MO 65203
Place/Project Type:	Construction
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C379294
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	03/28/2017
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.95111
Longitude:	-118.33777

Agency:	Hollywood Park Land Co LLC
Agency Address:	4 Embarcadero Center Ste 3300, San Francisco, CA 94111
Place/Project Type:	Industrial - Racing, Including Track Operations
SIC/NAICS:	7948
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I019821
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	10/12/2005
Termination Date:	05/13/2014
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

Agency:	Hollywood Park Land Company LLC
Agency Address:	4 Embarcadero Center Suite 3330, San Francisco, CA 94111
Place/Project Type:	Construction - Residential
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Order Number:	2009-0009-DWQ
WDID:	4 19C369188
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	03/18/2014
Termination Date:	03/28/2017
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.95111
Longitude:	-118.33777

Agency:	Hollywood Park Racetrack
Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Industrial - Racing, Including Track Operations
SIC/NAICS:	7948
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I011473
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	03/08/1995
Termination Date:	10/21/1999
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

I35 **CHMIRS** **S100217877**
CENTURY BLVD/PRAIRIE AV **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 2 of 9 in cluster I

Relative: CHMIRS:
Lower

OES Incident Number:	908535
OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**11-OCT-89**
Property Use:	962
Agency Id Number:	19090
Agency Incident Number:	89-058354
Time Notified:	1317
Time Completed:	1445
Surrounding Area:	500

Actual:
90 ft.

(Continued) **S100217877**

Estimated Temperature:	73
Property Management:	C
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	0
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	CAPTAIN D. POTTS ENG 41A
Report Date:	24-OCT-89
Facility Telephone:	213 412-5364
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	11-OCT-89
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported
E Date:	21-MAY-90
Substance:	Not reported
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Not reported

L36 **PRO TIRES** **EDR Hist Auto** **1009116605**
1201 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 3 in cluster L

Relative: EDR Hist Auto
Lower

Actual:
94 ft.

Year:	Name:	Type:
1940	LABANSAT DAVID	GASOLINE AND OIL SERVICE STATIONS
1988	UNIVERSAL TRANSMSN	Automotive Repair Shops, NEC
1989	AAMES RADIATOR & AC	Automotive Repair Shops, NEC
1989	UNIVERSAL TRANSMSN	Automotive Transmission Repair Shops
1990	UNIVERSAL TRANSMSN	Automotive Transmission Repair Shops
1991	UNIVERSAL TRANSMSN	Automotive Transmission Repair Shops
1992	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1992	PRO TIRES	Brake Services
1993	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1993	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1993	PRO TIRES	Brake Services
1994	PRO TIRES	Brake Services
1994	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1994	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1995	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1995	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1995	PRO TIRES	Brake Services
1996	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1996	PRO TIRES	Brake Services
1996	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1997	PRO TIRES	Brake Services
1997	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1997	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1998	PRO TIRES	Brake Services
1998	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1998	SAL TRANSMISSION	Automotive Transmission Repair Shops
1999	SAL TRANSMISSION	Automotive Transmission Repair Shops
1999	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1999	PRO TIRES	Brake Services
2000	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
2000	SAL TRANSMISSION	Automotive Transmission Repair Shops
2000	PRO TIRES	Brake Services
2000	AAMES RADIATOR INC	Powertrain Components Repair Services
2001	PRO TIRES	Brake Services
2001	AAMES RADIATOR & AC	Automotive Repair Shops, NEC
2002	SAL TRANSMISSION	Automotive Transmission Repair Shops
2002	AAMES RADIATOR & AC	Automotive Repair Shops, NEC
2002	AAMES RADIATOR INC	Powertrain Components Repair Services
2002	PRO TIRES	Brake Services
2003	SAL TRANSMISSION	Automotive Transmission Repair Shops
2003	SOUTH TIRES	Brake Services
2003	AAMES RADIATOR INC	Powertrain Components Repair Services
2004	AAMES RADIATOR INC	Powertrain Components Repair Services
2004	SAL TRANSMISSION	Automotive Transmission Repair Shops
2004	SOUTH TIRES	Brake Services
2005	SAL TRANSMISSION	Automotive Transmission Repair Shops
2005	SOUTH TIRES	Brake Services
2005	AAMES RADIATOR INC	Powertrain Components Repair Services
2006	SAL TRANSMISSION	Automotive Transmission Repair Shops
2006	SOUTH TIRES	Brake Services

PRO TIRES (Continued) **1009116605**

2006	AAMES RADIATOR INC	Powertrain Components Repair Services
2007	AAMES RADIATOR INC	Powertrain Components Repair Services
2007	SAL TRANSMISSION	Automotive Transmission Repair Shops
2007	SOUTH TIRES	Brake Services
2008	BTS	Automotive Transmission Repair Shops
2008	SOUTH TIRES	Brake Services
2008	AAMES RADIATOR INC	Powertrain Components Repair Services
2008	KDURANT CORP	General Automotive Repair Shops
2009	M POWER TRANSMISSION	Automotive Transmission Repair Shops
2009	KDURANT CORP	General Automotive Repair Shops
2009	SOUTH TIRES	Brake Services
2010	SOUTH TIRES	Brake Services
2010	S & H AUTO CENTER	General Automotive Repair Shops
2010	M POWER TRANSMISSION	Automotive Transmission Repair Shops
2010	ELITE AUTO CENTER	General Automotive Repair Shops
2011	ELITE AUTO CENTER	General Automotive Repair Shops
2011	S & H AUTO CENTER	General Automotive Repair Shops
2012	ELITE AUTO CENTER	General Automotive Repair Shops
2012	PRECISION AUTOWERKZ	Automotive Transmission Repair Shops
2012	S & H AUTO CENTER	General Automotive Repair Shops
2013	PRECISION AUTOWERKZ	Automotive Transmission Repair Shops
2014	PRECISION AUTOWERKZ	Automotive Transmission Repair Shops

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G37 **HOLLYWOOD PARK OPERATING CO/CLNRS/LNDRY** **DRYCLEANERS** **S121693941**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90302**
1 ft.

Site 3 of 13 in cluster G

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	112591
Application Number:	328562
Permit Number:	F9616
Status:	I
Representative Name:	BRUCE PARRISH
Representative Telephone:	310 4191636
Permit Status:	INACTIVE
BCAT Number:	000236
BCAT Description:	DRY CLEANING EQUIP FLUOROCARBON
UTM East:	0
UTM North:	0

Actual:
102 ft.

G38 **1050 S PRAIRIE AVE** **CIWQS** **S121612736**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 4 of 13 in cluster G

Relative: CIWQS:
Lower

Agency:	Hollywood Park Inc
Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated

Actual:
102 ft.

1050 S PRAIRIE AVE (Continued) **S121612736**

Regulatory Measure Type:	Storm water construction
Order Number:	99-08DW
WDID:	4 19C302728
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	09/23/1993
Termination Date:	05/23/1996
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	Not reported
Longitude:	Not reported

J39 **HI TECH CLEANERS** **RCRA-SQG** **1000596993**
911 S PRAIRISE **FINDS** **CAD983609868**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 2 of 9 in cluster J

Relative: **Lower**
Actual: **120 ft.**

RCRA-SQG:

Date form received by agency:	10/24/1991
Facility name:	HI TECH CLEANERS
Facility address:	911 S PRAIRISE INGLEWOOD, CA 90301
EPA ID:	CAD983609868
Contact:	JACK MOADDEL
Contact address:	911 S PRAIRISE INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-412-6060
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HI TECH CLEANERS
Owner/operator address:	911 S PRAIRISE INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	213-412-6060
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

HI TECH CLEANERS (Continued) **1000596993**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002863704

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000596993
Registry ID: 110002863704
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002863704

H40 **HOLLYWOOD PARK OPERATING CO** **HIST FTTS** **1008181995**
1050 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 15 in cluster H

Relative: HIST FTTS:
Lower Case Number: Not reported
Docket Number: 09-87-0046
Actual: Complaint Issue Date: 07/23/1987
107 ft.

HOLLYWOOD PARK OPERATING CO (Continued) **1008181995**

Abatement Amount: 0.0000
Proposed Penalty: 33000.0000
Final Assessment: 19000.0000
Final Order Date: 02/19/1988
Close Date: / /
Violations(s): PCB, Use
PCB, Label or Marking
PCB, Dispose
PCB, Failure to Maintain Records

H41 **HOLLYWOOD PARK OPERATING CO** **HAZNET** **S113167377**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 7 of 15 in cluster H

Relative: HAZNET:
Lower
Actual:
107 ft.

envid: S113167377
Year: 2007
GEPAID: CAL922193966
Contact: MICHAEL WEISS
Telephone: 3104191500
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: TXD982560294
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.06
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113167377
Year: 2007
GEPAID: CAL922193966
Contact: MICHAEL WEISS
Telephone: 3104191500
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: TXD982560294
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Not reported
Tons: 0.04
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113167377
Year: 2005
GEPAID: CAL922193966
Contact: MICHAEL WEISS

HOLLYWOOD PARK OPERATING CO (Continued) **S113167377**

Telephone:	3104191500
Mailing Name:	Not reported
Mailing Address:	1050 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Transfer Station
Tons:	1.66
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113167377
Year:	2005
GEPAID:	CAL922193966
Contact:	MICHAEL WEISS
Telephone:	3104191500
Mailing Name:	Not reported
Mailing Address:	1050 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.29
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113167377
Year:	2003
GEPAID:	CAL922193966
Contact:	MICHAEL WEISS
Telephone:	3104191500
Mailing Name:	Not reported
Mailing Address:	1050 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Recycler
Tons:	0.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

G42 **CHURCHILL DOWNS CA** **CIWQS** **S121629245**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 5 of 13 in cluster G

Relative: CIWQS:
Lower

Actual: Agency:	Churchill Downs California Co
102 ft. Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Industrial - Air Transportation, Nonscheduled
SIC/NAICS:	4522
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I015510
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	12/02/1999
Termination Date:	11/20/2000
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

H43 **CHMIRS** **S100221427**
1050 S. PRAIRIE AVENUE **N/A**
< 1/8 **INGLEWOOD, CA 90303**
1 ft.

Site 8 of 15 in cluster H

Relative: CHMIRS:
Lower

Actual: OES Incident Number:	099408
107 ft. OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**07-AUG-90**
Property Use:	500
Agency Id Number:	19090
Agency Incident Number:	044941-90
Time Notified:	1748
Time Completed:	1859
Surrounding Area:	100
Estimated Temperature:	85
Property Management:	P
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	0
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported

(Continued) **S100221427**

Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	D. POTTS, CAPT. E44-B
Report Date:	08-AUG-90
Facility Telephone:	213 412-5350
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	07-AUG-90
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported
E Date:	30-MAY-91
Substance:	Not reported
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Y
Description:	Not reported

K44 **HOLLYWOOD PARK** **FTTS 1010005222**
1150 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 3 in cluster K

Relative: FTTS INSP:
Lower

Inspection Number:	19870304CA001 3
Region:	09
Inspection Date:	03/04/87
Inspector:	BERMAN
Violation occurred:	No
Investigation Type:	Section 6 PCB State Conducted
Investigation Reason:	Neutral Scheme, State

Actual:
97 ft.

HOLLYWOOD PARK (Continued) **1010005222**

Legislation Code: TSCA
Facility Function: User

L45 **SAM SCHWARTZ PRAIRE AUTO CTR** **SWEEPS UST** **S106931750**
1201 S PRAIRE AVE **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 3 of 3 in cluster L

Relative: Lower
Actual: 94 ft.

SWEEPS UST:
Status: Active
Comp Number: 13813
Number: 9
Board Of Equalization: 44-010248
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013813-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

H46 **HOLLYWOOD PARK** **LOS ANGELES CO. HMS** **1006153880**
1050 S PRAIRIE AVE **WDS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 9 of 15 in cluster H

Relative: Lower
Actual: 107 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010412-010320
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 00001741T
Permit Status: Closed

WDS:
Facility ID: 4 19I015386
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 3104191619
Facility Contact: Clen Bounds
Agency Name: CHURCHILL DOWNS CALIFORNIA CO.

HOLLYWOOD PARK (Continued) **1006153880**

Agency Address:	1050 South Prairie Avenue
Agency City,St,Zip:	Inglewood 90301
Agency Contact:	Eual Wyatt
Agency Telephone:	3104191566
Agency Type:	Private
SIC Code:	7948
SIC Code 2:	Not reported
Primary Waste Type:	Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Primary Waste:	STORMS
Waste Type2:	Not reported
Waste2:	Stormwater Runoff
Primary Waste Type:	Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.
Facility ID:	Los Angeles River 191303001
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CA0064211 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3104191619
Facility Contact:	Clen Bounds
Agency Name:	CHURCHILL DOWNS CALIFORNIA CO.
Agency Address:	1050 South Prairie Avenue
Agency City,St,Zip:	Inglewood 90301
Agency Contact:	Eual Wyatt
Agency Telephone:	3104191566
Agency Type:	Private
SIC Code:	7948
SIC Code 2:	Not reported

HOLLYWOOD PARK (Continued) **1006153880**

Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste:	MISCEL
Waste Type2:	D
Waste2:	Miscellaneous (Includes wastes from dewatering, recreational lake overflow, swimming pool wastes, water ride wastewater, ground water seepage and other wastes of this type)
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Stormwater Runoff
Secondary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

J47 **HI-TECH CLEANERS #2** **HAZNET** **S113033520**
911 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 9 in cluster J

Relative: HAZNET:
Lower

Actual: envid:	S113033520
119 ft. Year:	2008
GEPAID:	CAL000031283
Contact:	MEHRAN AND JACK MOADDEL
Telephone:	3104905111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.275
Cat Decode:	Not reported

HI-TECH CLEANERS #2 (Continued) **S113033520**

Method Decode: Not reported
Facility County: Los Angeles

envid: S113033520
Year: 2007
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113033520
Year: 2007
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Solvents Recovery
Tons: 0.27
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113033520
Year: 2007
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

HI-TECH CLEANERS #2 (Continued) **S113033520**

envid: S113033520
Year: 2006
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

H48 **CHURCHILL DOWNS CALIFORNIA COMPANY** **HAZNET** **S113108785**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 10 of 15 in cluster H

Relative: HAZNET:
Lower
envid: S113108785
Actual: Year: 2005
107 ft. GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.7
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: AZ0000337360
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs

CHURCHILL DOWNS CALIFORNIA COMPANY (Continued) **S113108785**

Disposal Method: Recycler
Tons: 0.16
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: AZ0000337360
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Recycler
Tons: 0.16
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: AZ0000337360
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Treatment, Incineration
Tons: 0.85
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Recycler
Tons: 0.77
Cat Decode: Not reported

CHURCHILL DOWNS CALIFORNIA COMPANY (Continued) **S113108785**

Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
47 additional CA_HAZNET: record(s) in the EDR Site Report.

J49 **HI-TECH CLEANERS** **EDR Hist Cleaner** **1009126682**
911 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90300**
1 ft.

Site 4 of 9 in cluster J

Relative: EDR Hist Cleaner
Lower

Actual: **119 ft.**

Year:	Name:	Type:
1994	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1995	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1996	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1997	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1998	HI-TECH CLEANERS	Not reported
1998	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1999	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2000	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2001	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2002	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2003	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2004	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2005	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2006	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2007	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2008	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents

G50 **HOLLYWOOD PARK** **CIWQS** **S121644631**
1050 PRAIRIE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 13 in cluster G

Relative: CIWQS:
Lower

Actual: **102 ft.**

Agency:	Churchill Downs California Co
Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Industrial - Racing, Including Track Operations
SIC/NAICS:	7948
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I015386
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	09/24/1999
Termination Date:	08/10/2006
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported

HOLLYWOOD PARK (Continued) **S121644631**

Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

H51 **HOLLYWOOD PARK RACETRACK** **HAZNET** **S113139427**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 11 of 15 in cluster H

Relative: HAZNET:
Lower

Actual:
107 ft.

envid:	S113139427
Year:	2016
GEPAID:	CAL000299411
Contact:	CLEN BOUNDS
Telephone:	3103453481
Mailing Name:	Not reported
Mailing Address:	4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip:	SAN FRANCISCO, CA 941110000
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.15
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S113139427
Year:	2016
GEPAID:	CAL000299411
Contact:	CLEN BOUNDS
Telephone:	3103453481
Mailing Name:	Not reported
Mailing Address:	4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip:	SAN FRANCISCO, CA 941110000
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1
Cat Decode:	Other organic solids
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113139427
Year:	2016
GEPAID:	CAL000299411
Contact:	CLEN BOUNDS

HOLLYWOOD PARK RACETRACK (Continued) **S113139427**

Telephone: 3103453481
Mailing Name: Not reported
Mailing Address: 4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip: SAN FRANCISCO, CA 941110000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Unspecified oil-containing waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.417
Cat Decode: Unspecified oil-containing waste
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

envid: S113139427
Year: 2015
GEPAID: CAL000299411
Contact: CLEN BOUNDS
Telephone: 3103453481
Mailing Name: Not reported
Mailing Address: 4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip: SAN FRANCISCO, CA 941110000
Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 4.60856
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113139427
Year: 2015
GEPAID: CAL000299411
Contact: CLEN BOUNDS
Telephone: 3103453481
Mailing Name: Not reported
Mailing Address: 4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip: SAN FRANCISCO, CA 941110000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Unspecified oil-containing waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
115 additional CA_HAZNET: record(s) in the EDR Site Report.

J52 **HI-TECH CLEANERS #2** **DRYCLEANERS** **S113018036**
911 S PRAIRIE AVE **HAZNET** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 5 of 9 in cluster J

Relative: **Lower**

Actual: **119 ft.**

DRYCLEANERS:

EPA Id:	CAL000031283
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	05/16/1990
Facility Active:	No
Inactive Date:	06/30/2015
Facility Addr2:	Not reported
Owner Name:	RON MOADDEL
Owner Address:	13100 PARAMOUNT BLVD
Owner Address 2:	Not reported
Owner Telephone:	3107497111
Contact Name:	RON MOADDEL
Contact Address:	635 N LA BREA AVE
Contact Address 2:	Not reported
Contact Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address 1:	911 S PRAIRIE AVE
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903010000
Owner Fax:	5626343650
Region Code:	3

HAZNET:

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE

HI-TECH CLEANERS #2 (Continued) **S113018036**

Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118

HI-TECH CLEANERS #2 (Continued) **S113018036**

Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
29 additional CA_HAZNET: record(s) in the EDR Site Report.

J53 **JC YEPEZ** **DRYCLEANERS** **S118469528**
911 S. PRAIRIE, AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 9 in cluster J

Relative: DRYCLEANERS:
Lower

EPA Id:	CAC002828522
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	09/02/2015
Facility Active:	No
Inactive Date:	12/03/2015
Facility Addr2:	Not reported
Owner Name:	NINFA ANGEL
Owner Address:	911 S. PRAIRIE, AVE.
Owner Address 2:	Not reported
Owner Telephone:	3104126060
Contact Name:	JC YEPEZ
Contact Address:	911 S PRAIRIE AVE
Contact Address 2:	Not reported
Contact Telephone:	3104126060
Mailing Name:	Not reported
Mailing Address 1:	911 S. PRAIRIE, AVE
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	90301
Owner Fax:	Not reported
Region Code:	3

Actual:
119 ft.

H54 **CHURCHILL DOWNS CALIF CO, HOLLYWOOD PARK** **EMI** **S108431389**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 12 of 15 in cluster H

Relative: EMI:
Lower

Year:	2005
County Code:	19
Air Basin:	SC

Actual:
107 ft.

CHURCHILL DOWNS CALIF CO, HOLLYWOOD PARK (Continued) **S108431389**

Facility ID:	122064
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.04161
Reactive Organic Gases Tons/Yr:	1.8856480245
Carbon Monoxide Emissions Tons/Yr:	2.757
NOX - Oxides of Nitrogen Tons/Yr:	7.302
SOX - Oxides of Sulphur Tons/Yr:	.088805
Particulate Matter Tons/Yr:	.52367
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.5143725

H55 **HOLLYWOOD PARK** **ENF S109446095**
1050 SOUTH PRAIRIE AVENUE **CIWQS N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 13 of 15 in cluster H

Relative: **Lower**
Actual: **107 ft.**

ENF:

Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001

HOLLYWOOD PARK (Continued) **S109446095**

Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	253807
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	05/18/2004
Adoption/Issuance Date:	05/18/2004
Achieve Date:	Not reported
Termination Date:	05/18/2004
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 5/18/04 for overdue 4Q03, 1Q04 DMRs.
Description:	NOV sent 5/18/04 for overdue 4Q03, 1Q04 DMRs.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business

HOLLYWOOD PARK (Continued) **S109446095**

# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001
Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228582

HOLLYWOOD PARK (Continued) **S109446095**

Region:	4
Order / Resolution Number:	13267 Letter
Enforcement Action Type:	13267 Letter
Effective Date:	10/06/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	11/06/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	13267 letter sent 10/6/99: Submit wastewater discharge data.
Description:	13267 letter sent 10/6/99 directing discharger to provide a copy of all analytical data collected for wastewater discharged to the sanitary sewer & Dominguez Channel from 9/96 to 9/99.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported

HOLLYWOOD PARK (Continued) **S109446095**

Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001
Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228001
Region:	4
Order / Resolution Number:	R4-1999-0106
Enforcement Action Type:	Cease and Desist Order
Effective Date:	06/29/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/13/2006
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	CDO 99-106 (amended) adopted 6/29/00.
Description:	Amended CDO 99-106 adopted 6/29/00 allows discharger to construct a more extensive wastewater collection & treatment system to comply with NPDES Permit CA0064211, Order No. 99-105 & to produce Title 22 quality water for on-site use.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00

HOLLYWOOD PARK (Continued) **S109446095**

Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00
Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001
Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported

HOLLYWOOD PARK (Continued) **S109446095**

WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	227828
Region:	4
Order / Resolution Number:	R4-1999-0106
Enforcement Action Type:	Cease and Desist Order
Effective Date:	10/28/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	06/29/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	CDO 99-106 (10/28/99) - Churchill Downs California Co - Hollywood Park
Description:	CDO 99-106 adopted 10/28/99 contains a time schedule for discharger to come into compliance with the requirements contained in NPDES permit Order No. 99-105.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

CIWQS:

Agency:	Hollywood Park Land Co LLC
Agency Address:	4 Embarcadero Center 3300, San Francisco, CA 94111
Place/Project Type:	Animal Feeding Facility
SIC/NAICS:	Not reported
Region:	4
Program:	NPDESWW, NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	NPDES Permit
Order Number:	R4-2006-0062
WDID:	4B191303001
NPDES Number:	CA0064211
Adoption Date:	07/13/2006
Effective Date:	07/13/2006
Termination Date:	06/11/2014
Expiration/Review Date:	06/10/2011
Design Flow:	0.01
Major/Minor:	Minor
Complexity:	C
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0

HOLLYWOOD PARK (Continued) **S109446095**

Latitude: 33.950013
Longitude: -118.343921

H56 **BP PIPELINES & LOGISTICS** **HAZNET** **S112979812**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 14 of 15 in cluster H

Relative: Lower
Actual: 107 ft.

HAZNET:

envid:	S112979812
Year:	2009
GEPAID:	CAC002645336
Contact:	LOUIS NELSON
Telephone:	5627282789
Mailing Name:	Not reported
Mailing Address:	1300 PIER B ST
Mailing City,St,Zip:	LONG BEACH, CA 908132705
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

J57 **7-ELEVEN INC. STORE #26254** **FINDS** **1023243879**
913 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 7 of 9 in cluster J

Relative: Lower
Actual: 119 ft.

FINDS:

Registry ID: 110065319916

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

G58 **HOLLYWOOD PARK RACETRACK** **RCRA-LQG** **1019899744**
1050 SOUTH PRAIRIE AVE **CAR000268904**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 7 of 13 in cluster G

Relative: **Lower**

Actual: **102 ft.**

RCRA-LQG:

Date form received by agency:	11/21/2016
Facility name:	HOLLYWOOD PARK RACETRACK
Facility address:	1050 SOUTH PRAIRIE AVE INGLEWOOD, CA 90301
EPA ID:	CAR000268904
Mailing address:	SOUTH PRAIRIE AVE INGLEWOOD, CA 90301
Contact:	CHRIS HOLMQUIST
Contact address:	CENTER DRIVE STE 950 LOS ANGELES, CA 90045
Contact country:	US
Contact telephone:	310-382-9023
Contact email:	CHOLMQUIST@WILSONMEANY.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	HOLLYWOOD PARK LAND CO LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	09/26/2005
Owner/Op end date:	Not reported

Owner/operator name:	HOLLYWOOD PARK LAND CO LLC
Owner/operator address:	EMBARCADERO CTR STE 3300 SAN FRANCISCO, CA 94111
Owner/operator country:	US
Owner/operator telephone:	415-905-5300
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner

HOLLYWOOD PARK RACETRACK (Continued) **1019899744**

Owner/Op start date: 09/26/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 611
. Waste name: Contaminated soil from site clean-ups

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

H59 **HOLLYWOOD PARK OPERATING CO** **FTTS** **1010005224**
1050 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 15 of 15 in cluster H

Relative: Lower
Actual: 107 ft.

FTTS:
Case Number: Not reported
Docket Number: 09-87-0046
Complaint Issue Date: 07/23/87
Abatement Amount: 0.0000
Proposed Penalty: 33000.0000
Final Assessment: 19000.0000
Final Order Date: 02/19/88
Close Date: / /
Violations(s): PCB, Use
PCB, Label or Marking
PCB, Dispose
PCB, Failure to Maintain Records

K60 **TRI-STATE GASOLINE** **EDR Hist Auto** **1008993872**
South **1205 S PRAIRIE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.002 mi.
10 ft. **Site 3 of 3 in cluster K**

Relative: EDR Hist Auto
Lower

Actual:
95 ft.

Year:	Name:	Type:
1960	TRI-STATE GASOLINE	Not reported

G61 **NORGE TOWN/COTTON CLUB CLEANERS** **DRYCLEANERS** **S121694241**
South **1041 S PRAIRIE AVE # 14** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.002 mi.
11 ft. **Site 8 of 13 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual:
106 ft.

Facility ID:	118324
Application Number:	348827
Permit Number:	F19539
Status:	A
Representative Name:	BEN DONEL
Representative Telephone:	213 2333199
Permit Status:	INACT_NR
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East:	375.79098511
UTM North:	3757.2609863

G62 **NORGETOWN PLAZA CLEANERS** **EDR Hist Cleaner** **1009126688**
South **1041 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.002 mi.
11 ft. **Site 9 of 13 in cluster G**

Relative: EDR Hist Cleaner
Lower

Actual:
106 ft.

Year:	Name:	Type:
1975	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1976	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1977	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1978	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1979	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1980	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1982	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1983	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1985	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1986	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1987	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1988	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1989	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1990	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1991	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1992	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1993	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1994	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1995	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs

NORGETOWN PLAZA CLEANERS (Continued) **1009126688**

1998	NORGETOWN PLAZA CLEANERS	Not reported
2000	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2001	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2002	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2003	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2004	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2005	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2006	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2007	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2008	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2009	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2010	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2011	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2012	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs

G63 **BEST WESTERN EQUIPMENT** **RCRA NonGen / NLR** **1000394359**
South **1041 S PRAIRIE AVE #14** **FINDS** **CAD981968019**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.002 mi.
11 ft. **Site 10 of 13 in cluster G**

Relative: **Lower**

Actual: **106 ft.**

RCRA NonGen / NLR:

Date form received by agency:	03/18/1987
Facility name:	BEST WESTERN EQUIPMENT
Facility address:	1041 S PRAIRIE AVE #14 INGLEWOOD, CA 90301
EPA ID:	CAD981968019
Mailing address:	633 W KATELLA UNIT T ORANGE, CA 92667
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1041 S PRAIRIE AVE #14 INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	714-693-9270
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NORGETOWN PLAZA CENTER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

BEST WESTERN EQUIPMENT (Continued) **1000394359**

Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002759051

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000394359
Registry ID: 110002759051
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002759051

G64 **NORGESTOWN CLEANERS** **DRYCLEANERS** **S121693443**
South **1041 S PRAIRIE AVE #14** **N/A**
< 1/8 **INGLEWOOD, CA 90247**
0.002 mi.
11 ft. **Site 11 of 13 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	101778
Application Number:	293335
Permit Number:	D83421
Status:	I
Representative Name:	HELEN KIM
Representative Telephone:	310 3236180
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.79998779
UTM North:	3757.1999512

Actual:
106 ft.

G65 **NORGE TOWN PLAZZA CLEANERS** **DRYCLEANERS** **S121693967**
South **1041 S PRAIRIE AVE #14** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.002 mi.
11 ft. **Site 12 of 13 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	1131
Application Number:	C36299
Permit Number:	M19519
Status:	I
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.79998779
UTM North:	3757.1999512

Actual:
106 ft.

G66 **NEAL C R** **EDR Hist Auto** **1009117910**
South **1055 S PRAIRIE AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.002 mi.
11 ft. **Site 13 of 13 in cluster G**

Relative: EDR Hist Auto
Lower

Actual:
106 ft.

Year:	Name:	Type:
1940	NEAL C R	GASOLINE AND OIL SERVICE STATIONS

M67 **BOUTIQUE** **SWEEPS UST** **U001563784**
WNW **338 EAST MANCHESTER** **HIST UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.002 mi.
11 ft. **Site 1 of 3 in cluster M**

Relative:
Lower

Actual:
149 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13735
Number:	9
Board Of Equalization:	44-010230
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013735-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	1

HIST UST:

File Number:	00027039
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027039.pdf
Region:	STATE
Facility ID:	00000029255
Facility Type:	Other
Other Type:	BOUTIQUE
Contact Name:	WILLIAM WEYANT
Telephone:	2134125333
Owner Name:	CITY OF INGLEWOOD
Owner Address:	ONE MANCHESTER BLVD.
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0001
Tank Num:	001
Container Num:	B-1
Year Installed:	Not reported
Tank Capacity:	00000400
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

M68 **FOSTER BROS** **EDR Hist Auto** **1009116193**
WNW **356 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.002 mi.
11 ft. **Site 2 of 3 in cluster M**

Relative:
Lower

Actual:
149 ft.

EDR Hist Auto

Year:	Name:	Type:
1940	FOSTER BROS	GASOLINE AND OIL SERVICE STATIONS

M69 **MILLER BENJ** **EDR Hist Cleaner** **1009213094**
WNW **310 E MANCHESTER AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.002 mi.
12 ft. **Site 3 of 3 in cluster M**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
148 ft. 1935 MILLER BENJ HAT CLEANERS AND BLOCKERS

B70 **COMISTACI PAUL** **EDR Hist Cleaner** **1009213095**
WNW **136 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.003 mi.
15 ft. **Site 2 of 6 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
149 ft. 1935 COMISTACI PAUL CLOTHES PRESSERS AND CLEANERS

B71 **ADLER FRANK R CO** **EDR Hist Auto** **1009115365**
NW **204 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.004 mi.
21 ft. **Site 3 of 6 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1935 ADLER FRANK R CO AUTOMOBILE REPAIRING
1940 ADLER F R CO AUTOMOBILE GARAGES

F72 **KELLER T D** **EDR Hist Auto** **1009117411**
WNW **203 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.004 mi.
22 ft. **Site 3 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
140 ft. 1931 KELLER T D AUTOMOBILE REPAIRING

F73 **COURY S A** **EDR Hist Cleaner** **1009212484**
WNW **203 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.004 mi.
22 ft. **Site 4 of 9 in cluster F**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
140 ft. 1931 COURY S A CLOTHES PRESSERS AND CLEANERS

N74 **QUIK N SPLIT** **UST** **U003776960**
South **601 S PRAIRIE AVE** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
25 ft. **Site 1 of 7 in cluster N**

Relative:
Lower

Actual:
137 ft.

UST:
Facility ID: 12115
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.957803
Longitude: -118.342998

Facility ID: LACoFA0021214
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.95646
Longitude: -118.34435

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 012029-012115
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 00003775T
Permit Status: Suspended

N75 **QUICK AND SPLIT JR MARKET** **HIST UST** **U001563820**
South **601 S PRAIRIE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
25 ft. **Site 2 of 7 in cluster N**

Relative:
Lower

Actual:
137 ft.

HIST UST:
File Number: 00026391
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026391.pdf
Region: STATE
Facility ID: 00000034037
Facility Type: Gas Station
Other Type: Not reported
Contact Name: ANTHONY TAYLOR
Telephone: 2134123808
Owner Name: ANTHONY VINCENT TAYLOR
Owner Address: 609 KEW ST.
Owner City,St,Zip: INGLEWOOD, CA 90302
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported

QUICK AND SPLIT JR MARKET (Continued) **U001563820**

Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

N76 **QUIK N SPLIT** **SWEEPS UST** **S106930992**
South **601 S PRAIRE AVE** **N/A**
< 1/8 **INGLEWOOD, CA**
0.005 mi.
25 ft. **Site 3 of 7 in cluster N**

Relative: **Lower**
Actual: **137 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	12115
Number:	9
Board Of Equalization:	44-009626
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012115-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	3

Status:	Active
Comp Number:	12115
Number:	9
Board Of Equalization:	44-009626
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012115-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

QUIK N SPLIT (Continued) **S106930992**

Status:	Active
Comp Number:	12115
Number:	9
Board Of Equalization:	44-009626
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012115-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

N77 **MILES KOYNE L** **EDR Hist Auto** **1020217139**
South **601 S PRAIRIE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
25 ft. **Site 4 of 7 in cluster N**

Relative: EDR Hist Auto
Lower

Actual:
137 ft.

Year:	Name:	Type:
1988	MILES KOYNE L	Gasoline Service Stations
1989	MILES KOYNE L	Gasoline Service Stations, NEC
1990	KLM ENTERPRISES	Gasoline Service Stations, NEC
1991	KLM ENTERPRISES	Gasoline Service Stations, NEC
1992	KLM ENTERPRISES	Gasoline Service Stations, NEC
1993	KLM ENTERPRISES	Gasoline Service Stations, NEC

O78 **STANDARD OIL CO** **EDR Hist Auto** **1009116454**
WNW **100 N MARKET ST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.005 mi.
26 ft. **Site 1 of 8 in cluster O**

Relative: EDR Hist Auto
Lower

Actual:
147 ft.

Year:	Name:	Type:
1927	STANDARD OIL CO	GASOLINE AND OIL SERVICE STATIONS

J79 **SUPER LAUNDRY** **EDR Hist Cleaner** **1018486971**
South **837 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
26 ft. **Site 8 of 9 in cluster J**

Relative: EDR Hist Cleaner
Lower

Actual:
121 ft.

Year:	Name:	Type:
2012	CAL WASH ENTERPRISE LLC	Laundry And Drycleaner Agents
2013	CAL WASH ENTERPRISE LLC	Laundry And Drycleaner Agents

SUPER LAUNDRY (Continued) **1018486971**

2014 CAL WASH ENTERPRISE LLC Laundry And Drycleaner Agents

C80 **RUSS MOBIL SERVICE** **EDR Hist Auto** **1008996210**
WNW **400 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.005 mi.
26 ft. **Site 5 of 8 in cluster C**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1960 RUSS MOBIL SERVICE Not reported

D81 **SIMONS MINI MARKET** **LUST** **U001563827**
WNW **501 E MANCHESTER BLVD** **UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **SWEEPS UST**
0.005 mi. **HIST UST**
27 ft. **Site 6 of 9 in cluster D** **ENF**
HAZNET
Relative: **HIST CORTESE**
Lower **LOS ANGELES CO. HMS**

Actual:
143 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704034
Global Id:	T0603704034
Latitude:	33.9616469
Longitude:	-118.3483823
Status:	Completed - Case Closed
Status Date:	11/01/2006
Case Worker:	DPP
RB Case Number:	I-13094
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603704034
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603704034
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov

SIMONS MINI MARKET (Continued) **U001563827**

Phone Number: 6264583507

LUST:

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 06/06/2005
Action: Staff Letter

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2003
Action: Other Report / Document

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2003
Action: Interim Remedial Action Plan

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 01/21/2005
Action: Staff Letter

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 05/12/2004
Action: Staff Letter

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 03/29/2006
Action: Staff Letter

Global Id: T0603704034
Action Type: REMEDIATION
Date: 04/14/2004
Action: Excavation

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603704034
Action Type: REMEDIATION
Date: 02/23/2000
Action: Soil Vapor Extraction (SVE)

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Report

SIMONS MINI MARKET (Continued) **U001563827**

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2006
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 02/18/2004
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 11/01/2006
Action: Closure/No Further Action Letter

Global Id: T0603704034
Action Type: Other
Date: 07/21/1994
Action: Leak Reported

Global Id: T0603704034
Action Type: RESPONSE

SIMONS MINI MARKET (Continued) **U001563827**

Date: 07/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2006
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 08/07/2006
Action: Request for Closure

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/21/2003
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 07/19/2002
Action: Staff Letter

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 06/15/1999
Action: Staff Letter

SIMONS MINI MARKET (Continued) **U001563827**

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 03/05/2003
Action: 13267 Requirement

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2006
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 12/01/2004
Action: Notice of Violation

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 03/30/2005
Action: Notice to Comply

LUST:
Global Id: T0603704034
Status: Open - Case Begin Date
Status Date: 07/21/1994

Global Id: T0603704034
Status: Open - Site Assessment
Status Date: 07/12/1996

Global Id: T0603704034
Status: Open - Site Assessment
Status Date: 12/11/1996

Global Id: T0603704034
Status: Open - Remediation
Status Date: 05/21/1999

Global Id: T0603704034
Status: Open - Remediation
Status Date: 02/23/2000

Global Id: T0603704034
Status: Open - Remediation
Status Date: 02/18/2004

Global Id: T0603704034
Status: Open - Remediation

SIMONS MINI MARKET (Continued) **U001563827**

Status Date: 01/19/2005

Global Id: T0603704034
Status: Open - Site Assessment
Status Date: 04/15/2005

Global Id: T0603704034
Status: Open - Remediation
Status Date: 05/03/2005

Global Id: T0603704034
Status: Open - Remediation
Status Date: 07/29/2005

Global Id: T0603704034
Status: Open - Remediation
Status Date: 10/19/2005

Global Id: T0603704034
Status: Completed - Case Closed
Status Date: 11/01/2006

Lead Agency: SWRCB
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000152
Global Id: T10000000152
Latitude: 33.961744
Longitude: -118.348802
Status: Completed - Case Closed
Status Date: 01/09/2014
Case Worker: MC
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

LUST:
Global Id: T10000000152
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T10000000152
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

SIMONS MINI MARKET (Continued) **U001563827**

LUST:
Global Id: T10000000152
Action Type: RESPONSE
Date: 03/01/2007
Action: Request for Closure

Global Id: T10000000152
Action Type: ENFORCEMENT
Date: 11/01/2006
Action: Closure/No Further Action Letter

Global Id: T10000000152
Action Type: ENFORCEMENT
Date: 07/01/2013
Action: Referral to Other State Agency

Global Id: T10000000152
Action Type: RESPONSE
Date: 09/27/1994
Action: Other Report / Document

Global Id: T10000000152
Action Type: RESPONSE
Date: 12/27/2005
Action: Request for Closure

Global Id: T10000000152
Action Type: RESPONSE
Date: 12/27/2005
Action: Request for Closure

Global Id: T10000000152
Action Type: ENFORCEMENT
Date: 11/01/2006
Action: Closure/No Further Action Letter

LUST:
Global Id: T10000000152
Status: Completed - Case Closed
Status Date: 11/01/2006

Global Id: T10000000152
Status: Open - Case Begin Date
Status Date: 08/04/2008

Global Id: T10000000152
Status: Open - Site Assessment
Status Date: 08/04/2008

Global Id: T10000000152
Status: Open - Eligible for Closure
Status Date: 11/22/2013

Global Id: T10000000152
Status: Completed - Case Closed
Status Date: 01/09/2014

SIMONS MINI MARKET (Continued) **U001563827**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-13094	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704034	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19000	
Cross Street:	HILLCREST BLVD	
Enforcement Type:	DLSEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		7/21/1994
Date Leak Record Entered:	11/3/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/24/2001
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1952.97321466139508871421107 32
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		7/12/1996
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		12/11/1996
Remediation Plan Submitted:		5/21/1999
Remedial Action Underway:		2/18/2004
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		4/4/2000
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		1300
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. SCOTT SANKEY	
RP Address:	501 E. MANCHESTER BL.	
Program:	LUST	
Lat/Long:	33.9615225 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

SIMONS MINI MARKET (Continued) **U001563827**

Assigned Name: Not reported
Summary: HIGH B & MTBE IN SOIL. GW @ 75', BUT NO GW ASSESSMENT.; 4/8/99 REMEDIAL ACTION PLAN; 4/10/00 PROG RPT SOIL REM THROUGH 3/27/00; 10/27/00 RPT FOR SOIL REMED. THRU OCT. 2000; 4/12/01 RPT FOR SOIL REMED. APRIL 2

UST:
Facility ID: 13094
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96176
Longitude: -118.3488

Facility ID: LACoFA0017385
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96169
Longitude: -118.34855

SWEEPS UST:
Status: Active
Comp Number: 13094
Number: 9
Board Of Equalization: 44-010047
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013094-000001
Tank Status: A
Capacity: 10000
Active Date: 01-08-93
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 13094
Number: 9
Board Of Equalization: 44-010047
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013094-000002
Tank Status: A
Capacity: 10000
Active Date: 01-08-93
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 13094
Number: 9
Board Of Equalization: 44-010047

SIMONS MINI MARKET (Continued) **U001563827**

Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013094-000003
Tank Status:	A
Capacity:	6000
Active Date:	01-08-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

HIST UST:

File Number:	0002864F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002864F.pdf
Region:	STATE
Facility ID:	00000020515
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	NASSER FARAHDEL
Telephone:	2136737768
Owner Name:	SIMON'S MINI MARKET
Owner Address:	501 E. MANCHESTER
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0003

Tank Num:	001
Container Num:	01
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	03
Year Installed:	1984
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	02
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

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SIMONS MINI MARKET (Continued) **U001563827**

ENF:

Region:	4
Facility Id:	257184
Agency Name:	Farahdel, Nasser
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.961651
Place Longitude:	-118.348388
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	I-13094
Reg Measure Id:	168141
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported

SIMONS MINI MARKET (Continued) **U001563827**

WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	230055
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Oral Communication
Effective Date:	03/06/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-04-17
Termination Date:	03/06/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - I-13094
Description:	Staff phoned RP's consultant 3/6/00 for FTS soil vapor sampling plan & soil vapor extraction report. Consultant promised to send reports within 2 weeks.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	4
Facility Id:	257184
Agency Name:	Farahdel, Nasser
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.961651
Place Longitude:	-118.348388
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas

SIMONS MINI MARKET (Continued) **U001563827**

Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	I-13094
Reg Measure Id:	168141
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229110
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	04/04/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-04-17
Termination Date:	04/04/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - I-13094
Description:	Level 1 enforcement letter sent 4/4/00 for FTS soil vapor sampling plan & soil vapor extraction report.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00

SIMONS MINI MARKET (Continued) **U001563827**

Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

HAZNET:

envid:	U001563827
Year:	2016
GEPAID:	CAL000388411
Contact:	NASSER FARAHDEL
Telephone:	3106737768
Mailing Name:	Not reported
Mailing Address:	501 E MANCHESTER BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.275
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-13094

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	009805-009646
Facility Type:	0
Facility Status:	Removed
Area:	2E
Permit Number:	00000873T
Permit Status:	Removed

Region:	LA
Permit Category:	T
Facility Id:	009805-013094
Facility Type:	0
Facility Status:	Permit
Area:	2E
Permit Number:	00004820T
Permit Status:	Permit

D82 **TARMO & LA ROSA TEXACO** **EDR Hist Auto** **1008996214**
WNW **501 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.005 mi.
27 ft. **Site 7 of 9 in cluster D**

Relative: EDR Hist Auto
Lower

Actual:
143 ft.

Year:	Name:	Type:
1960	TARMO & LA ROSA TEXACO	Not reported
1969	COCHRANE ROBERT H	Gasoline Service Stations
1970	COCHRANE ROBERT H	Gasoline Service Stations
1980	LEE PAUL	Gasoline Service Stations
1982	LEE PAUL	Gasoline Service Stations
1983	LEE PAUL	Gasoline Service Stations
1990	SIMONS MINI MARKET	Convenience Stores
1991	SIMONS MINI MARKET	Convenience Stores
1992	SIMONS MINI MARKET	Convenience Stores
1993	SIMONS MINI MARKET	Convenience Stores
1994	SIMONS MINI MARKET	Convenience Stores
1995	SIMONS MINI MARKET	Convenience Stores
1998	SIMONS MINI MARKET	Convenience Stores
1999	SIMONS MINI MARKET	Convenience Stores
2000	SIMONS MINI MARKET	Convenience Stores
2001	SIMONS MINI MARKET	Convenience Stores
2002	SIMONS MINI MARKET	Convenience Stores
2003	SIMONS MINI MARKET	Convenience Stores

C83 **STANLEY W M** **EDR Hist Auto** **1009118293**
WNW **420 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.006 mi.
31 ft. **Site 6 of 8 in cluster C**

Relative: EDR Hist Auto
Lower

Actual:
152 ft.

Year:	Name:	Type:
1940	STANLEY W M	GASOLINE AND OIL SERVICE STATIONS

N84 **AIRPORT PARK HOTEL FORMER** **LUST** **S121307883**
South **600 PRAIRIE AVE S** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.006 mi.
34 ft. **Site 5 of 7 in cluster N**

Relative: LUST:
Lower

Actual:
134 ft.

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000011150
Global Id:	T10000011150
Latitude:	33.95564
Longitude:	-118.34323
Status:	Open - Eligible for Closure
Status Date:	01/23/2018
Case Worker:	JR
RB Case Number:	R-63615
Local Agency:	Not reported
File Location:	Not reported

AIRPORT PARK HOTEL FORMER (Continued) **S121307883**

Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T10000011150
Contact Type: Regional Board Caseworker
Contact Name: JAMES RYAN
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: West 4th Street, Suite 200
City: LOS ANGELES
Email: jamesw.ryan@waterboards.ca.gov
Phone Number: 2135766711

LUST:
Global Id: T10000011150
Action Type: Other
Date: 11/30/2017
Action: Leak Reported

Global Id: T10000011150
Action Type: REMEDIATION
Date: 06/27/2017
Action: Excavation

Global Id: T10000011150
Action Type: RESPONSE
Date: 03/26/2018
Action: Correspondence

Global Id: T10000011150
Action Type: ENFORCEMENT
Date: 01/23/2018
Action: Notification - Preclosure

Global Id: T10000011150
Action Type: RESPONSE
Date: 01/14/2018
Action: Other Report / Document

Global Id: T10000011150
Action Type: Other
Date: 11/30/2017
Action: Leak Began

Global Id: T10000011150
Action Type: ENFORCEMENT
Date: 11/30/2017
Action: Referral to Regional Board

Global Id: T10000011150
Action Type: ENFORCEMENT
Date: 12/13/2017
Action: Staff Letter

Global Id: T10000011150

AIRPORT PARK HOTEL FORMER (Continued) **S121307883**

Action Type: Other
Date: 11/30/2017
Action: Leak Discovery

LUST:
Global Id: T10000011150
Status: Open - Case Begin Date
Status Date: 11/30/2017

Global Id: T10000011150
Status: Open - Active
Status Date: 12/07/2017

Global Id: T10000011150
Status: Open - Eligible for Closure
Status Date: 01/23/2018

N85 **PINCAY RE LLC** **RCRA-LQG** **1011488191**
South **600 S PRAIRIE** **CAR000193425**
< 1/8 **INGLEWOOD, CA 90301**
0.006 mi.
34 ft. **Site 6 of 7 in cluster N**

Relative:
Lower

Actual:
134 ft.

RCRA-LQG:
Date form received by agency: 11/21/2016
Facility name: PINCAY RE LLC
Facility address: 600 S PRAIRIE
INGLEWOOD, CA 90301
EPA ID: CAR000193425
Mailing address: SOUTH PRAIRIE AVE
INGLEWOOD, CA 90301
Contact: CHRIS HOLMQUIST
Contact address: CENTER DRIVE STE 950
LOS ANGELES, CA 90045
Contact country: US
Contact telephone: 310-382-9023
Contact email: CHOLMQUIST@WILSONMEANY.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: PINCAY RE LLC
Owner/operator address: NORTH STADIUM BLVD STE 201
COLUMBIA, MO 65203

PINCAY RE LLC (Continued) **1011488191**

Owner/operator country: US
Owner/operator telephone: 310-382-9023
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/15/2014
Owner/Op end date: Not reported

Owner/operator name: PINCAY RE LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/15/2014
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 611
. Waste name: Contaminated soil from site clean-ups

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 11/24/2008
Site name: ANGELS AND DEMONS
Classification: Not a generator, verified

Date form received by agency: 07/03/2008
Site name: ANGELS AND DEMONS

PINCAY RE LLC (Continued) **1011488191**

Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

N86 **PINCAY 60-ACRE PROPERTY** **UST** **U004274424**
South **600 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.006 mi.
34 ft. **Site 7 of 7 in cluster N**

Relative: UST:
Lower
Facility ID: Not reported
Actual: Permitting Agency: Los Angeles County Fire Department
134 ft. Latitude: 33.95475
Longitude: -118.343

F87 **KELLER T D** **EDR Hist Auto** **1009116056**
WNW **201 S MARKET LN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.008 mi.
42 ft. **Site 5 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual:	Year:	Name:	Type:
139 ft.	1927	KELLER T D	GASOLINE AND OIL SERVICE STATIONS

P88 **REGAL CLEANERS** **DRYCLEANERS** **S121698037**
West **700 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.008 mi.
43 ft. **Site 1 of 3 in cluster P**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	47471
Application Number:	132108
Permit Number:	M59900
Status:	O
Representative Name:	EUI SUP HAN
Representative Telephone:	213 6741868
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

Actual:
142 ft.

P89 **REGAL CLEANERS** **DRYCLEANERS** **1000147638**
West **700 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.008 mi.
43 ft. **Site 2 of 3 in cluster P**

Relative: DRYCLEANERS:
Lower

EPA Id:	CAD981631872
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/10/1987
Facility Active:	No
Inactive Date:	06/30/2009
Facility Addr2:	Not reported
Owner Name:	DAE SIK KIM
Owner Address:	700 E MANCHESTER BLVD
Owner Address 2:	Not reported
Owner Telephone:	3106741868
Contact Name:	DAE SIK KIM
Contact Address:	700 E MANCHESTER BLVD
Contact Address 2:	Not reported
Contact Telephone:	3106741868
Mailing Name:	Not reported
Mailing Address 1:	3/20 SEPULVEDA BLVD #216
Mailing Address 2:	Not reported
Mailing City:	TORRANCE
Mailing State:	CA
Mailing Zip:	905050000
Owner Fax:	0000000000
Region Code:	3

Actual:
142 ft.

EPA Id:	CAL000338697
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/09/2008
Facility Active:	Yes
Inactive Date:	Not reported

REGAL CLEANERS (Continued) **1000147638**

Facility Addr2:	Not reported
Owner Name:	YOUNG & TIM, INC.
Owner Address:	700 E MANCHESTER BLVD
Owner Address 2:	Not reported
Owner Telephone:	3106741868
Contact Name:	YOUNG MI CHUNG / PRESIDENT
Contact Address:	700 E MANCHESTER BLVD
Contact Address 2:	Not reported
Contact Telephone:	3106741868
Mailing Name:	Not reported
Mailing Address 1:	700 E MANCHESTER BLVD
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903011912
Owner Fax:	3106741868
Region Code:	3

DRYCLEAN SOUTH COAST:

Facility ID:	186491
Application Number:	600183
Permit Number:	Not reported
Status:	A
Representative Name:	YOUNG MI CHOI
Representative Telephone:	310 6741868
Permit Status:	Not reported
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	375.6000061
UTM North:	3758.3400879

Facility ID:	61955
Application Number:	172506
Permit Number:	D03346
Status:	A
Representative Name:	DAE SIK KIM
Representative Telephone:	310 6741868
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.5920105
UTM North:	3758.3310547

Facility ID:	61955
Application Number:	277616
Permit Number:	D70207
Status:	A
Representative Name:	DAE SIK KIM
Representative Telephone:	310 6741868
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.5920105
UTM North:	3758.3310547

P90 **REGAL CLEANERS** **EDR Hist Cleaner** **1009126703**
West **700 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.008 mi.
43 ft. **Site 3 of 3 in cluster P**

Relative: EDR Hist Cleaner
Lower

Actual: **142 ft.**

Year:	Name:	Type:
1987	REGAL CLEANERS	Coin-Operated Laundries And Cleaning
1988	REGAL CLEANERS	Coin-Operated Laundries And Cleaning
1990	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1991	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1992	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1993	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1994	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1995	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1996	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1997	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1998	REGAL CLEANERS	Not reported
1998	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1999	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2000	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2001	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2002	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2003	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2004	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2005	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2006	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2007	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2008	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2009	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2010	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2011	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2012	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2013	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2014	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC

D91 **VONS 502** **RCRA-SQG** **1000369392**
WNW **500 E MANCHESTER BLVD** **SWEEPS UST** **CAD078836129**
< 1/8 **INGLEWOOD, CA 90301** **HIST UST**
0.008 mi. **FINDS**
43 ft. **Site 8 of 9 in cluster D** **ECHO**

Relative: RCRA-SQG:
Lower

Actual: **147 ft.**

Date form received by agency:	06/06/1994
Facility name:	VONS 502
Facility address:	500 E MANCHESTER BLVD INGLEWOOD, CA 90301
EPA ID:	CAD078836129
Contact:	MICHAEL COURTIS
Contact address:	500 E MANCHESTER BLVD INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-677-0286
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

VONS 502 (Continued) **1000369392**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	VONS INC
Owner/operator address:	618 MICHILLINA ARCADIA, CA 91106
Owner/operator country:	Not reported
Owner/operator telephone:	818-821-7000
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

SWEEPS UST:

Status:	Active
Comp Number:	9429
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported

VONS 502 (Continued) **1000369392**

Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 0002828D
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002828D.pdf
Region: STATE
Facility ID: 00000034038
Facility Type: Other
Other Type: GENERAL MERCHANDISE
Contact Name: RETAIL STORE #1138
Telephone: 2136720161
Owner Name: SEARS, ROEBUCK, AND CO.
Owner Address: 900 S. FREMONT AV.
Owner City,St,Zip: ALHAMBRA, CA 91802
Total Tanks: 0010

Tank Num: 001
Container Num: 8
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 9
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 10
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE

VONS 502 (Continued) **1000369392**

Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 006
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 007
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 008
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 009
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 010
Container Num: 7
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

VONS 502 (Continued) **1000369392**

Click here for Geo Tracker PDF:

FINDS:

Registry ID: 110055782906

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000369392
Registry ID: 110055782906
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110055782906

D92 **2502 VONS A SAFEWAY COMPANY** **UST** **U004265715**
WNW **500 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.008 mi.
43 ft. **Site 9 of 9 in cluster D**

Relative: UST:
Lower Facility ID: LACoFA0032369
Actual: Permitting Agency: Los Angeles County Fire Department
147 ft. Latitude: 33.96061
Longitude: -118.3489

F93 **WISE TIRE CO** **EDR Hist Auto** **1009116174**
WNW **200 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.009 mi.
45 ft. **Site 6 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
142 ft. 1935 WISE TIRE CO GASOLINE AND OIL SERVICE STATIONS

I94 **UNOCAL #5050 (FORMER)** **LUST** **S101583306**
South **4000 CENTURY BLVD W** **SWEEPS UST** **N/A**
< 1/8 **INGLEWOOD, CA 90304** **CA FID UST**
0.009 mi. **HIST CORTESE**
46 ft. **Site 3 of 9 in cluster I** **LOS ANGELES CO. HMS**

Relative:
Lower

Actual:
90 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703538
Global Id:	T0603703538
Latitude:	33.944958
Longitude:	-118.344334
Status:	Completed - Case Closed
Status Date:	10/22/1996
Case Worker:	YR
RB Case Number:	I-09966
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603703538
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703538
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603703538
Action Type:	Other
Date:	11/06/1991
Action:	Leak Reported

Global Id:	T0603703538
Action Type:	Other
Date:	09/11/1991
Action:	Leak Discovery

LUST:

Global Id:	T0603703538
Status:	Open - Case Begin Date
Status Date:	09/11/1991

UNOCAL #5050 (FORMER) (Continued) **S101583306**

Global Id: T0603703538
Status: Open - Site Assessment
Status Date: 11/06/1991

Global Id: T0603703538
Status: Completed - Case Closed
Status Date: 10/22/1996

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09966
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603703538
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: PRAIRIE
Enforcement Type: Not reported
Date Leak Discovered: 9/11/1991
Date Leak First Reported: 11/6/1991
Date Leak Record Entered: 12/19/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 2/13/1997
Date the Case was Closed: 10/22/1996
How Leak Discovered: Subsurface Monitoring
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4615.911038115489417348170509
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 11/6/1991
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

UNOCAL #5050 (FORMER) (Continued) **S101583306**

Responsible Party: UNOCAL CORPORATION
RP Address: 376 S VALENCIA AVE, BREA CA 92621
Program: LUST
Lat/Long: 33.9452929 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 09/30/96 QUARTERLY MONITORING REPORT

SWEEPS UST:
Status: Active
Comp Number: 9966
Number: 9
Board Of Equalization: 44-001057
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009966-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 2

Status: Active
Comp Number: 9966
Number: 9
Board Of Equalization: 44-001057
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009966-000002
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19003322
Regulated By: UTNKA
Regulated ID: 00017310
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 3701 WILSHIRE BLVD

UNOCAL #5050 (FORMER) (Continued) **S101583306**

Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09966

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010101-009966
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 00001404T
Permit Status: Removed

I95 **COIN LAUNDRY** **EDR Hist Cleaner** **1009126697**
South **10023 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.009 mi.
46 ft. **Site 4 of 9 in cluster I**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
90 ft. 1998 COIN LAUNDRY Not reported

B96 **BENTON N T** **EDR Hist Auto** **1009116025**
NW **303 E REGENT ST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.010 mi.
53 ft. **Site 4 of 6 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1931 BENTON N T AUTOMOBILE REPAIRING

E97 **STANDARD STATIONS INC** **EDR Hist Auto** **1008993869**
NW **831 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.010 mi.
53 ft. **Site 2 of 2 in cluster E**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
158 ft. 1960 STANDARD STATIONS INC Not reported

B98 **BENDON I G** **EDR Hist Auto** **1009115366**
NW **304 E REGENT** **N/A**
< 1/8 **INGLEWOOD, CA**
0.010 mi.
54 ft. **Site 5 of 6 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1935 BENDON I G AUTOMOBILE REPAIRING

O99 **INGLEWOOD DYE WORKS** **EDR Hist Cleaner** **1009210726**
WNW **112 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.013 mi.
66 ft. **Site 2 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
148 ft. 1927 INGLEWOOD DYE WORKS RUG AND CARPET CLEANERS
1927 INGLEWOOD DYE WORKS HAT CLEANERS AND BLOCKERS
1927 INGLEWOOD DYE WORKS DRY CLEANERS
1927 INGLEWOOD DYE WORKS CLEANERS AND DYERS
1927 INGLEWOOD DYE WORKS DYERS AND CLEANERS
1927 INGLEWOOD DYE WORKS LACE CURTAIN CLEANERS

F100 **HONAKER NASH MOTOR CO** **EDR Hist Auto** **1009116020**
WNW **223 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.013 mi.
68 ft. **Site 7 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
139 ft. 1931 HONAKER NASH MOTOR CO GASOLINE AND OIL SERVICE STATIONS
1931 HONAKER NASH MOTOR CO AUTOMOBILE REPAIRING
1931 HONAKER NASH MOTOR CO AUTOMOBILE GARAGES

C101 **GILES D I** **EDR Hist Auto** **1009116486**
WNW **206 S LOCUST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.015 mi.
80 ft. **Site 7 of 8 in cluster C**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1927 QUICK SERVICE GARAGE AUTOMOBILE GARAGES

B102 **MOORE R L** **EDR Hist Cleaner** **1009213504**
NW **205 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.016 mi.
82 ft. **Site 6 of 6 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
148 ft. 1935 MOORE R L CLOTHES PRESSERS AND CLEANERS

A103 **TRINITY BUILDING - EAST PARKING LOT** **CPS-SLIC** **S106387150**
NW **301 FLORENCE** **N/A**
< 1/8 **INGLEWOOD, CA 90302**
0.017 mi.
89 ft. **Site 11 of 11 in cluster A**

Relative: SLIC REG 4:
Lower Region: 4
Actual: Facility Status: Inactive
148 ft. SLIC: 0858B
Substance: TPH
Staff: Jenny Au

F104 **STADLER R J** **EDR Hist Auto** **1009116081**
WNW **216 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.020 mi.
106 ft. **Site 8 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
142 ft. 1935 STADLER R J GASOLINE AND OIL SERVICE STATIONS

J105
South
< 1/8
0.022 mi.
114 ft.

TONY'S MOBIL SERVICE
901 S PRAIRIE
INGLEWOOD, CA 90300

EDR Hist Auto **1008993870**
N/A

Site 9 of 9 in cluster J

Relative:
Lower

Actual:
120 ft.

EDR Hist Auto

Year:	Name:	Type:
1960	TONY'S MOBIL SERVICE	Not reported
1969	CRULL RALPH	Gasoline Service Stations
1970	CRULL RALPH	Gasoline Service Stations
1971	CRULL RALPH	Gasoline Service Stations
1972	CRULL RALPH	Gasoline Service Stations
1973	CRULL RALPH	Gasoline Service Stations
1974	CRULL RALPH	Gasoline Service Stations
1975	CRULL RALPH	Gasoline Service Stations

O106
WNW
< 1/8
0.022 mi.
118 ft.

BENDON I G
304 E QUEEN
INGLEWOOD, CA

EDR Hist Auto **1009116024**
N/A

Site 3 of 8 in cluster O

Relative:
Lower

Actual:
149 ft.

EDR Hist Auto

Year:	Name:	Type:
1931	BENDON I G	AUTOMOBILE REPAIRING

I107
South
< 1/8
0.024 mi.
127 ft.

CHEVRON 206907
4015 W CENTURY BLVD.
INGLEWOOD, CA 90304

RCRA-LQG **1006805287**
FINDS **CAR000125500**
ECHO

Site 5 of 9 in cluster I

Relative:
Lower

Actual:
91 ft.

RCRA-LQG:

Date form received by agency:	02/19/2008
Facility name:	CHEVRON 206907
Facility address:	4015 W CENTURY BLVD. INGLEWOOD, CA 90304
EPA ID:	CAR000125500
Mailing address:	PO BOX 6004 SAN RAMON, CA 94583
Contact:	KATHY L NORRIS
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	925-842-5931
Contact email:	NAWTDESK@CHEVRON.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1

CHEVRON 206907 (Continued) **1006805287**

kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	CHEVRON PRODUCTS CO.
Owner/operator address:	PO BOX 6004
	SAN RAMON, CA 94583
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/31/1997
Owner/Op end date:	Not reported

Owner/operator name:	CHEVRON PRODUCTS CO
Owner/operator address:	P O BOX 6004
	SAN RAMON, CA 94583
Owner/operator country:	Not reported
Owner/operator telephone:	925-842-5931
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CHEVRON PRODUCTS CO.
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	12/31/1997
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No

CHEVRON 206907 (Continued) **1006805287**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Historical Generators:
Date form received by agency: 06/17/2002
Site name: CHEVRON STATION NO 206907
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110013292034

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1006805287
Registry ID: 110013292034
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110013292034

I108 **CHEVRON STATIONS INC** **EDR Hist Auto** **1020882738**
South **4015 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.024 mi.
127 ft. **Site 6 of 9 in cluster I**

Relative: EDR Hist Auto
Lower

Actual: **91 ft.**

Year:	Name:	Type:
2000	CHEVRON STATIONS INC	Gasoline Service Stations
2001	CHEVRON STATIONS INC	Gasoline Service Stations
2002	CHEVRON STATIONS INC	Gasoline Service Stations
2003	CHEVRON STATIONS INC	Gasoline Service Stations
2004	CHEVRON STATIONS INC	Gasoline Service Stations
2005	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2006	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2007	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2008	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2009	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2010	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2011	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2012	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2013	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2014	CHEVRON STATIONS INC	Gasoline Service Stations, NEC

I109 **CHEVRON USA SS 206907** **UST** **U003777811**
South **4015 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.024 mi.
127 ft. **Site 7 of 9 in cluster I**

Relative: UST:
Lower

Actual: **91 ft.**

Facility ID:	25281
Permitting Agency:	LOS ANGELES COUNTY
Latitude:	33.9471294
Longitude:	-118.3432287

Facility ID:	LACoFA0007105
Permitting Agency:	Los Angeles County Fire Department
Latitude:	33.94582
Longitude:	-118.34447

O110 **RED CAP CLEANERS AND DYERS** **EDR Hist Cleaner** **1009212491**
WNW **306 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.024 mi.
129 ft. **Site 4 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual: **149 ft.**

Year:	Name:	Type:
1927	RED CAP CLEANERS AND DYERS	RUG AND CARPET CLEANERS
1927	BED CAP CLEANERS AND DYERS	HAT CLEANERS AND BLOCKERS
1927	RED CAP CLEANERS AND DYERS	LACE CURTAIN CLEANERS
1927	BED CAP CLEANERS AND DYERS	DRY CLEANERS
1927	RED CAP CLEANERS AND DYERS	CLEANERS AND DYERS
1927	RED CAP CLEANERS AND DYERS	DYERS AND CLEANERS
1931	RED CAP CLEANERS & DYERS	CLOTHES PRESSERS AND CLEANERS

O111 **COURY S A** **EDR Hist Cleaner** **1009214489**
WNW **308 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.027 mi.
140 ft. **Site 5 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
149 ft. 1940 COURY S A CLOTHES PRESSERS AND CLEANERS

Q112 **DIAGNOSTIC IMAGING CTR OF INGLEWOOD** **RCRA-SQG** **1000819321**
WNW **110 S LA BREA AVE STE 150** **FINDS** **CAD983652983**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.032 mi. **HAZNET**
168 ft. **Site 1 of 2 in cluster Q**

Relative: RCRA-SQG:
Lower
Date form received by agency: 11/17/1992
Actual: Facility name: DIAGNOSTIC IMAGING CTR OF INGLEWOOD
138 ft. Facility address: 110 S LA BREA AVE STE 150
INGLEWOOD, CA 90301
EPA ID: CAD983652983
Mailing address: S LA BREA AVE STE 150
INGLEWOOD, CA 90301
Contact: CARON KUHL
Contact address: 110 S LA BREA AVE STE 150
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 310-671-6000
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: WES R BROWN REALTY CO
Owner/operator address: 110 N LA BREA AVE
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 213-674-8593
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

DIAGNOSTIC IMAGING CTR OF INGLEWOOD (Continued) **1000819321**

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002887760

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000819321
Registry ID: 110002887760
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002887760

HAZNET:
envid: 1000819321
Year: 1998
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981005222
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .0208
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1998
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO

DIAGNOSTIC IMAGING CTR OF INGLEWOOD (Continued) **1000819321**

Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0208
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1997
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0208
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1997
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Recycler
Tons: .0025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1997
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150

DIAGNOSTIC IMAGING CTR OF INGLEWOOD (Continued) **1000819321**

Mailing City,St,Zip:	INGLEWOOD, CA 903014624
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	Recycler
Tons:	.0208
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

R113 **WILSON GO GET EM** **EDR Hist Cleaner** **1009212493**
WNW **225 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.034 mi.
181 ft. **Site 1 of 3 in cluster R**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
138 ft. 1931 WILSON GO GET EM CLOTHES PRESSERS AND CLEANERS

F114 **COURY SAML** **EDR Hist Cleaner** **1009213096**
WNW **231 E MANCHESTER AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.035 mi.
184 ft. **Site 9 of 9 in cluster F**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
134 ft. 1935 COURY SAML CLOTHES PRESSERS AND CLEANERS

I115 **SERVICE STATION 5050** **HIST UST** **U001563890**
South **4000 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.036 mi.
188 ft. **Site 8 of 9 in cluster I**

Relative: HIST UST:
Lower

Actual:
89 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000017310
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	SI KYUN SONG
Telephone:	2134197153
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BLVD SUITE 830
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0002

SERVICE STATION 5050 (Continued) **U001563890**

Tank Num:	001
Container Num:	5050-2
Year Installed:	1983
Tank Capacity:	00011763
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	002
Container Num:	5050-1
Year Installed:	1983
Tank Capacity:	00011763
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

I116 **YOONS UNION SERVICE** **EDR Hist Auto** **1020221746**
South **4000 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.036 mi.
188 ft. **Site 9 of 9 in cluster I**

Relative: EDR Hist Auto
Lower

Actual: **89 ft.**

Year:	Name:	Type:
1975	YOONS UNION SERVICE	Gasoline Service Stations
1976	YOONS UNION SERVICE	Gasoline Service Stations
1977	YOONS UNION SERVICE	Gasoline Service Stations
1978	YOONS UNION SERVICE	Gasoline Service Stations
1979	YOONS UNION SERVICE	Gasoline Service Stations
1989	LEES UNION	Gasoline Service Stations
1991	LEES UNION	Gasoline Service Stations
1992	LEES UNION	Gasoline Service Stations
1993	LEES UNION	Gasoline Service Stations

C117 **FIRESTONE STORE 2735** **HIST UST** **1000222886**
WNW **401 EAST HILLCREST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.041 mi.
214 ft. **Site 8 of 8 in cluster C**

Relative: HIST UST:
Lower

Actual: **151 ft.**

File Number:	000267B0
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000267B0.pdf
Region:	STATE
Facility ID:	00000050479
Facility Type:	Other
Other Type:	AUTO SERVICE CTR.
Contact Name:	ROBERT POPE
Telephone:	2136741134
Owner Name:	FIRESTONE TIRE & RUBBER CO.
Owner Address:	1200 FIRESTONE PARKWAY
Owner City,St,Zip:	AKRON, OH 44317
Total Tanks:	0001

FIRESTONE STORE 2735 (Continued) **1000222886**

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000055
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

O118 **GIL'S CLEANERS** **EDR Hist Cleaner** **1009126585**
WNW **312 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.047 mi.
247 ft. **Site 6 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual:
151 ft.

Year:	Name:	Type:
1960	GIL'S CLEANERS	Not reported
1979	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1980	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1982	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1983	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1985	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs

O119 **GIL'S CLEANERS** **DRYCLEANERS** **S121698815**
WNW **312 E QUEEN ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.047 mi.
247 ft. **Site 7 of 8 in cluster O**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual:
151 ft.

Facility ID:	6016
Application Number:	A66506
Permit Number:	P44613
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

S120 **YOUNG N W** **EDR Hist Cleaner** **1009212494**
WNW **215 E REGENT** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
251 ft. **Site 1 of 9 in cluster S**

Relative: EDR Hist Cleaner
Lower

Actual: **143 ft.**

Year:	Name:	Type:
1931	YOUNG N W	DRY CLEANERS
1931	YOUNG N W	DYERS AND CLEANERS
1931	YOUNG N W	RUG CLEANING AND RENOVATING
1931	YOUNG N W	CLOTHES PRESSERS AND CLEANERS
1931	YOUNG N W	CLEANERS GARMENTS CURTAINS AND DRAPERIES
1931	YOUNG N W	HAT CLEANERS AND BLOCKERS
1935	BEITCH J E	CLOTHES PRESSERS AND CLEANERS
1940	VEITCH D E	CLOTHES PRESSERS AND CLEANERS

S121 **BUFFINGTON PONTIAC CO** **EDR Hist Auto** **1009116617**
NW **204 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
251 ft. **Site 2 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual: **142 ft.**

Year:	Name:	Type:
1940	BUFFINGTON PONTIAC CO	AUTOMOBILE REPAIRING

S122 **INGLEWOOD SERVICE GARAGE** **EDR Hist Auto** **1009116627**
NW **214 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
251 ft. **Site 3 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual: **140 ft.**

Year:	Name:	Type:
1940	INGLEWOOD SERVICE GARAGE	AUTOMOBILE REPAIRING

R123 **BAUM C L** **EDR Hist Auto** **1008995876**
WNW **202 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
253 ft. **Site 2 of 3 in cluster R**

Relative: EDR Hist Auto
Lower

Actual: **132 ft.**

Year:	Name:	Type:
1960	FINLEY E H SERVICE STATION	Not reported

124
NW
< 1/8
0.054 mi.
284 ft.

AFTON FRANK H CO — **EDR Hist Auto** — **1009116225**
240 N MARKET — **N/A**
INGLEWOOD, CA

Relative: Higher
Actual: 157 ft.

EDR Hist Auto

Year:	Name:	Type:
1940	AFTON FRANK H CO	AUTOMOBILE GARAGES
1940	AFTON FRANK H CO	AUTOMOBILE REPAIRING

O125
WNW
< 1/8
0.058 mi.
305 ft.

THOMPSON ANNA MRS — **EDR Hist Cleaner** — **1009213509**
341 E QUEEN — **N/A**
INGLEWOOD, CA

Site 8 of 8 in cluster O

Relative: Lower
Actual: 152 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1935	THOMPSON ANNA MRS	CLOTHES PRESSERS AND CLEANERS

T126
WNW
< 1/8
0.058 mi.
307 ft.

CVS PHARMACY #9578 — **RCRA-LQG** — **1016140120**
3120 IMPERIAL HIGHWAY — **CAR000237347**
INGLEWOOD, CA 90303

Site 1 of 13 in cluster T

Relative: Lower
Actual: 131 ft.

RCRA-LQG:

Date form received by agency:	08/29/2016
Facility name:	CVS PHARMACY #9578
Facility address:	3120 IMPERIAL HIGHWAY INGLEWOOD, CA 90303
EPA ID:	CAR000237347
Mailing address:	CVS DR MAIL DROP 23062A WOONSOCKET, RI 02895
Contact:	NICOLE WILKINSON
Contact address:	CVS DR MAIL CODE 2340 WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-770-7132
Contact email:	NICOLE.WILKINSON@CVSHEALTH.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

CVS PHARMACY #9578 (Continued) **1016140120**

Owner/Operator Summary:

Owner/operator name:	GARFIELD BEACH CVS LLC
Owner/operator address:	ONE CVS DR
	WOONSOCKET, RI 02895
Owner/operator country:	US
Owner/operator telephone:	401-765-1500
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/11/2009
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS, L.L.C.
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	05/29/2009
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS LLC
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	05/29/2009
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS, L.L.C.
Owner/operator address:	CVS DR
	WOONSOCKET, RI 02895
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/11/2009
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

CVS PHARMACY #9578 (Continued) **1016140120**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, &

CVS PHARMACY #9578 (Continued) **1016140120**

SALTS

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Historical Generators:
Date form received by agency: 03/27/2013
Site name: CVS PHARMACY NO 9578
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D009
. Waste name: MERCURY

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 244

CVS PHARMACY #9578 (Continued) **1016140120**

Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs):	16
Waste code:	D007
Waste name:	CHROMIUM
Amount (Lbs):	76
Waste code:	D009
Waste name:	MERCURY
Amount (Lbs):	71
Waste code:	D010
Waste name:	SELENIUM
Amount (Lbs):	76
Waste code:	D024
Waste name:	M-CRESOL
Amount (Lbs):	71
Waste code:	P001
Waste name:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs):	37
Waste code:	P075
Waste name:	NICOTINE, & SALTS
Amount (Lbs):	31
Waste code:	U002
Waste name:	ACETONE (I)
Amount (Lbs):	71
Waste code:	U129
Waste name:	CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA,2ALPHA,3BETA,4ALPHA,5ALPHA,6BETA)-
Amount (Lbs):	71
Waste code:	U205
Waste name:	SELENIUM SULFIDE
Amount (Lbs):	71

Violation Status: No violations found

U127
WNW
< 1/8
0.058 mi.
307 ft.

LOS ANGELES AIRPORT 25R LOC — **UST** — **U003780561**
25R S LOCUST ST — **N/A**
INGLEWOOD, CA 90301

Site 1 of 4 in cluster U

Relative:
Lower

Actual:
153 ft.

UST:

Facility ID:	24124
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	33.96274
Longitude:	-118.35039

V128
NW
< 1/8
0.059 mi.
312 ft.

FUJITA CORPORATION — **LUST** — **S106116202**
230 LA BREA AVE. N. — **N/A**
INGLEWOOD, CA 90301

Site 1 of 4 in cluster V

Relative:
Lower

Actual:
132 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603707095
Global Id:	T0603707095
Latitude:	33.966599
Longitude:	-118.352689
Status:	Completed - Case Closed
Status Date:	09/10/2003
Case Worker:	TS
RB Case Number:	R-37884
Local Agency:	LOS ANGELES COUNTY
File Location:	Local Agency
Local Case Number:	27016-37884
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603707095
Contact Type:	Local Agency Caseworker
Contact Name:	TIM SMITH
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	tsmith@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603707095
Contact Type:	Regional Board Caseworker
Contact Name:	UNKNOWN
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W 4TH STREET
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

LUST:

Global Id:	T0603707095
Action Type:	Other
Date:	10/07/2002
Action:	Leak Reported

FUJITA CORPORATION (Continued) **S106116202**

Global Id: T0603707095
Action Type: Other
Date: 09/10/2002
Action: Leak Stopped

Global Id: T0603707095
Action Type: ENFORCEMENT
Date: 09/10/2003
Action: Closure/No Further Action Letter

Global Id: T0603707095
Action Type: Other
Date: 09/10/2002
Action: Leak Discovery

LUST:
Global Id: T0603707095
Status: Open - Case Begin Date
Status Date: 09/10/2002

Global Id: T0603707095
Status: Open - Site Assessment
Status Date: 10/07/2002

Global Id: T0603707095
Status: Completed - Case Closed
Status Date: 09/10/2003

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-37884
Status: Preliminary site assessment underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 27016-37884
Case Type: Undefined
Abatement Method Used at the Site: Not reported
Global ID: T0603707095
W Global ID: Not reported
Staff: Not reported
Local Agency: 19000
Cross Street: BEACH AVE.
Enforcement Type: Not reported
Date Leak Discovered: 9/10/2002
Date Leak First Reported: 10/7/2002
Date Leak Record Entered: Not reported
Date Confirmation Began: 10/7/2002
Date Leak Stopped: 9/10/2002
Date Case Last Changed on Database: Not reported
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Close Tank
Cause of Leak: UNK

FUJITA CORPORATION (Continued) **S106116202**

Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		10/7/2002
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		0
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LARS HELLMONT	
RP Address:	6167 BRISTOL PARKWAY, SUITE #390	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

T129 **THE NEW WORLD JEWELERS INC** **RCRA-SQG** **1001022995**
WNW **170 S LABREA AVE** **FINDS** **CAR000003467**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.060 mi. **HAZNET**
318 ft. **Site 2 of 13 in cluster T**

Relative: **Lower**

Actual: **131 ft.**

RCRA-SQG:

Date form received by agency:	06/09/1995
Facility name:	THE NEW WORLD JEWELERS INC
Facility address:	170 S LABREA AVE INGLEWOOD, CA 90301
EPA ID:	CAR000003467
Mailing address:	S LABREA AVE INGLEWOOD, CA 90301
Contact:	KEN DAYAN
Contact address:	170 S LABREA AVE INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-677-0500
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

THE NEW WORLD JEWELERS INC (Continued) **1001022995**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ELI WEINGARTEN
Owner/operator address:	5455 SYLMAR AVE NO 2703 SHERMAN OAKS, CA 91401
Owner/operator country:	Not reported
Owner/operator telephone:	818-786-3138
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002906482

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1001022995
Registry ID:	110002906482
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002906482

THE NEW WORLD JEWELERS INC (Continued) **1001022995**

HAZNET:

envid:	1001022995
Year:	1998
GEPAID:	CAR000003467
Contact:	ELI WEINGARTEN
Telephone:	3106770500
Mailing Name:	Not reported
Mailing Address:	170 S LA BREA AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903011714
Gen County:	Not reported
TSD EPA ID:	AZD980695332
TSD County:	Not reported
Waste Category:	Liquids with cyanides >= 1,000 Mg./L
Disposal Method:	Recycler
Tons:	.4587
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1001022995
Year:	1995
GEPAID:	CAR000003467
Contact:	ELI WEINGARTEN
Telephone:	3106770500
Mailing Name:	Not reported
Mailing Address:	170 S LA BREA AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903011714
Gen County:	Not reported
TSD EPA ID:	CAT000612150
TSD County:	Not reported
Waste Category:	Liquids with cyanides >= 1,000 Mg./L
Disposal Method:	Not reported
Tons:	.6880
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

130
NW
< 1/8
0.060 mi.
319 ft.

CVS PHARMACY #8837 **RCRA-LQG** **1015740237**
222 NORTH MARKET STREET **CAR000229179**
INGLEWOOD, CA 90301

Relative:
Higher

Actual:
155 ft.

RCRA-LQG:

Date form received by agency:	08/25/2016
Facility name:	CVS PHARMACY #8837
Facility address:	222 NORTH MARKET STREET INGLEWOOD, CA 90301
EPA ID:	CAR000229179
Mailing address:	CVS DR MAIL DROP 23062A WOONSOCKET, RI 02895
Contact:	NICOLE WILKINSON
Contact address:	CVS DR MAIL CODE 2340 WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-770-7132

CVS PHARMACY #8837 (Continued) **1015740237**

Contact email: NICOLE.WILKINSON@CVSHEALTH.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: GARFIELD BEACH CVS, L.L.C.
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/02/2006
Owner/Op end date: Not reported

Owner/operator name: INGLEWOOD PORTFOLIO LLC
Owner/operator address: S HILL ST STE 371
LOS ANGELES, CA 90014
Owner/operator country: US
Owner/operator telephone: 213-614-9999
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 12/11/2009
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

CVS PHARMACY #8837 (Continued) **1015740237**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA,

CVS PHARMACY #8837 (Continued) **1015740237**

5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Historical Generators:
Date form received by agency: 03/01/2014
Site name: CVS PHARMACY #8837
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 123
. Waste name: Unspecified alkaline solution

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 134
. Waste name: Aqueous solution with <10% total organic residues

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 541
. Waste name: Photochemicals / photo processing waste

. Waste code: 561
. Waste name: Detergent and soap

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D016
. Waste name: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

. Waste code: D018
. Waste name: BENZENE

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D027
. Waste name: 1,4-DICHLOROBENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P012
. Waste name: ARSENIC OXIDE AS2O3 (OR) ARSENIC TRIOXIDE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste code: P188
. Waste name: BENZOIC ACID, 2-HYDROXY-, COMPD. WITH (3AS-CIS)-1,2,3,3A,8,8A-HEXAHYDRO-1,3A,8-TRIMETHYLPYRROLO[2,3-B]INDOL-5-YL METHYLCARBAMATE ESTER (1:1) (OR) PHYSOSTIGMINE SALICYLATE

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U010
. Waste name: AZIRINO [2',3':3,4]PYRROLO[1,2-A]INDOLE-4,7-DIONE, 6-AMINO-8-[[(AMINOCARBONYL)OXY]METHYL]-1,1A,2,8,8A,8B-HEXAHYDRO-8A-METHOXY-5-METHYL-, [1AS-(1AALPHA, 8BETA, 8AALPHA, 8BALPHA)]- (OR) MITOMYCIN C

. Waste code: U031
. Waste name: 1-BUTANOL (I) (OR) N-BUTYL ALCOHOL (I)

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U035
. Waste name: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

. Waste code: U044
. Waste name: CHLOROFORM (OR) METHANE, TRICHLORO-

. Waste code: U058
. Waste name: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

. Waste code: U059
. Waste name: 5,12-NAPHTHACENEDIONE, 8-ACETYL-10-[(3-AMINO-2,3,6-TRIDEOXY)-ALPHA-L-LYXO-HEXOPYRANOSYL)OXY]-7,8,9,10-TETRAHYDRO-6,8,11-TRIHYDROXY-1-METHOXY-, (8S-CIS)- (OR) DAUNOMYCIN

. Waste code: U070
. Waste name: BENZENE, 1,2-DICHLORO- (OR) O-DICHLOROBENZENE

. Waste code: U072
. Waste name: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

. Waste code: U089
. Waste name: DIETHYLSTILBESTEROL (OR) PHENOL, 4,4'-(1,2-DIETHYL-1,2-ETHENEDIYL)BIS, (E)-

. Waste code: U122
. Waste name: FORMALDEHYDE

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U132
. Waste name: HEXACHLOROPHENE (OR) PHENOL, 2,2'-METHYLENEBIS[3,4,6-TRICHLORO-

. Waste code: U150

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste name: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

. Waste code: U151
. Waste name: MERCURY

. Waste code: U154
. Waste name: METHANOL (I) (OR) METHYL ALCOHOL (I)

. Waste code: U165
. Waste name: NAPHTHALENE

. Waste code: U188
. Waste name: PHENOL

. Waste code: U200
. Waste name: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

. Waste code: U201
. Waste name: 1,3-BENZENEDIOL (OR) RESORCINOL

. Waste code: U204
. Waste name: SELENIOUS ACID (OR) SELENIUM DIOXIDE

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

. Waste code: U206
. Waste name: D-GLUCOSE, 2-DEOXY-2-[[(METHYLNITROSOAMINO)-CARBONYL]AMINO]- (OR) GLUCOPYRANOSE, 2-DEOXY-2-(3-METHYL-3-NITROSOUREIDO)-,D- (OR) STREPTOZOTOCIN

. Waste code: U210
. Waste name: ETHENE, TETRACHLORO- (OR) TETRACHLOROETHYLENE

. Waste code: U279
. Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

. Waste code: U411
. Waste name: PHENOL, 2-(1-METHYLETHOXY)-, METHYLCARBAMATE (OR) PROPOXUR

Date form received by agency: 09/04/2012
Site name: CVS PHARMACY NO 8837
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 567

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 74

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 37

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 289

Waste code: D010
Waste name: SELENIUM
Amount (Lbs): 37

Waste code: D024
Waste name: M-CRESOL
Amount (Lbs): 274

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 34

Waste code: P075

CVS PHARMACY #8837 (Continued) **1015740237**

Waste name: NICOTINE, & SALTS
Amount (Lbs): 29

Waste code: U002
Waste name: ACETONE (I)
Amount (Lbs): 400

Waste code: U129
Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA,2ALPHA,3BETA,4ALPHA,5ALPHA,6BETA)-
Amount (Lbs): 274

Waste code: U205
Waste name: SELENIUM SULFIDE
Amount (Lbs): 274

Violation Status: No violations found

S131 **UNION OIL SERVICE** **EDR Hist Auto** **1009118296**
NW **220 N LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA**
0.062 mi.
325 ft. **Site 4 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
136 ft. 1940 UNION OIL SERVICE GASOLINE AND OIL SERVICE STATIONS

W132 **MTA** **LUST** **S118154629**
NW **317 FLORENCE AVE E** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.062 mi.
330 ft. **Site 1 of 3 in cluster W**

Relative: LUST:
Lower
Actual: Lead Agency: LOS ANGELES RWQCB (REGION 4)
152 ft. Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000007298
Global Id: T10000007298
Latitude: 33.96692
Longitude: -118.35158
Status: Completed - Case Closed
Status Date: 01/13/2017
Case Worker: JR
RB Case Number: R-60173
Local Agency: Not reported
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T10000007298
Contact Type: Regional Board Caseworker
Contact Name: JAMES RYAN

MTA (Continued) **S118154629**

Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: West 4th Street, Suite 200
City: LOS ANGELES
Email: jamesw.ryan@waterboards.ca.gov
Phone Number: 2135766711

LUST:

Global Id: T10000007298
Action Type: Other
Date: 08/20/2015
Action: Leak Reported

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 08/24/2015
Action: Staff Letter

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 01/13/2017
Action: Closure/No Further Action Letter

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 03/14/2016
Action: Staff Letter

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 11/01/2016
Action: Notification - Preclosure

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/18/2015
Action: Request for Closure - Regulator Responded

Global Id: T10000007298
Action Type: RESPONSE
Date: 11/20/2015
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 11/17/2015
Action: Staff Letter

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/29/2016
Action: Request for Closure - Regulator Responded

Global Id: T10000007298
Action Type: Other
Date: 08/20/2015
Action: Leak Began

MTA (Continued) **S118154629**

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 08/20/2015
Action: Referral to Regional Board

Global Id: T10000007298
Action Type: RESPONSE
Date: 01/01/2017
Action: Correspondence

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/18/2015
Action: Request for Closure - Regulator Responded

Global Id: T10000007298
Action Type: RESPONSE
Date: 04/15/2016
Action: Soil and Water Investigation Report

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/24/2015
Action: Other Report / Document

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 10/02/2015
Action: Staff Letter

Global Id: T10000007298
Action Type: Other
Date: 08/20/2015
Action: Leak Discovery

LUST:
Global Id: T10000007298
Status: Open - Case Begin Date
Status Date: 08/20/2015

Global Id: T10000007298
Status: Open - Site Assessment
Status Date: 08/24/2015

Global Id: T10000007298
Status: Open - Eligible for Closure
Status Date: 11/01/2016

Global Id: T10000007298
Status: Completed - Case Closed
Status Date: 01/13/2017

W133 **LA COUNTY METROPOLITIAN TRANSPORTATION AUTHORITY** **UST** **U004265061**
NW **317 E FLORENCE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.062 mi.
330 ft. **Site 2 of 3 in cluster W**

Relative: UST:
Lower
Facility ID: Not reported
Actual: Permitting Agency: Los Angeles County Fire Department
152 ft. Latitude: 33.96693
Longitude: -118.35158

U134 **GINTER M G** **EDR Hist Cleaner** **1009126542**
WNW **424 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.063 mi.
334 ft. **Site 2 of 4 in cluster U**

Relative: EDR Hist Cleaner
Lower

Actual:
153 ft.

Year:	Name:	Type:
1940	GINTER M G	CLOTHES PRESSERS AND CLEANERS
1964	MACY'S MARY CLEANERS	Not reported

Q135 **DELUXE CLEANERS & DYERS** **EDR Hist Cleaner** **1009126593**
WNW **104 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.066 mi.
347 ft. **Site 2 of 2 in cluster Q**

Relative: EDR Hist Cleaner
Lower

Actual:
135 ft.

Year:	Name:	Type:
1940	SCHNEIDER 0 D	CLOTHES PRESSERS AND CLEANERS
1960	AIRLINE DELUXE CLEANERS	Not reported
1960	DELUXE CLEANERS & DYERS	Not reported
1960	DELUXE CLEANERS & DYERS	Not reported
1960	AIRLINE DELUXE CLEANERS	Not reported
1969	DE LUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1970	DE LUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1971	DE LUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1972	DELUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1973	DELUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs

S136 **LONG E W** **EDR Hist Auto** **1009114635**
NW **208 N LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA**
0.067 mi.
354 ft. **Site 5 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual:
136 ft.

Year:	Name:	Type:
1940	LONG E W	AUTOMOBILE REPAIRING

S137 WNW < 1/8 0.068 mi. 358 ft. — **BUFFINGTON MOTORS**, **200 N LABREA AVE**, **INGLEWOOD, CA 90301** — **Site 6 of 9 in cluster S** — **RCRA-SQG**, **FINDS**, **ECHO** — **1000229402**, **CAD007964497**

Relative: Lower

Actual: 139 ft.

RCRA-SQG:

Date form received by agency:	11/19/1985
Facility name:	BUFFINGTON MOTORS
Facility address:	200 N LABREA AVE INGLEWOOD, CA 90301
EPA ID:	CAD007964497
Mailing address:	N LABREA AVE INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	200 N LABREA AVE INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-677-2117
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WILLIAMS PAUL
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

BUFFINGTON MOTORS (Continued) **1000229402**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002630261

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000229402
Registry ID:	110002630261
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002630261

S138 **FORMERLY JIM LYNCH CADILLAC** **CA FID UST** **S101584872**
WNW **200 N LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.068 mi.
358 ft. **Site 7 of 9 in cluster S**

Relative: **Lower**

Actual: **139 ft.**

CA FID UST:

Facility ID:	19016496
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	Not reported
Mail To:	Not reported
Mailing Address:	225 S BENTLEY AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INGLEWOOD 90301
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported

FORMERLY JIM LYNCH CADILLAC (Continued) **S101584872**

EPA ID: Not reported
Comments: Not reported
Status: Inactive

S139 **INGLEWOOD REDEVELOPMENT AGENCY** **UST** **U003777451**
WNW **200 N LA BREA AVE** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.068 mi.
358 ft. **Site 8 of 9 in cluster S**

Relative:
Lower

Actual:
139 ft.

UST:
Facility ID: 22141
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96455
Longitude: -118.35337

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 015324-022141
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000161215
Permit Status: Closed

U140 **EMPTY LOT** **UST** **U004263374**
NW **111 N LOCUST ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.070 mi.
368 ft. **Site 3 of 4 in cluster U**

Relative:
Lower

Actual:
154 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96346
Longitude: -118.35082

U141 **SENIOR CENTER SITE** **UST** **U004270940**
NW **111 N LOCUST ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.070 mi.
368 ft. **Site 4 of 4 in cluster U**

Relative:
Lower

Actual:
154 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96346
Longitude: -118.35082

V142
NW
< 1/8
0.070 mi.
372 ft.

WALGREENS #6413
230 N LA BREA AVE
INGLEWOOD, CA 90301

Site 2 of 4 in cluster V

RCRA-CESQG **1016954296**
CAL000323411

Relative:
Lower

Actual:
130 ft.

RCRA-CESQG:

Date form received by agency:	04/06/2016
Facility name:	WALGREENS #6413
Facility address:	230 N LA BREA AVE INGLEWOOD, CA 90301
EPA ID:	CAL000323411
Mailing address:	GREYHAWK CT SUITE 200 CARLSBAD, CA 92010
Contact:	KARINA ROMERO
Contact address:	GREYHAWK CT SUITE 200 CARLSBAD, CA 92010
Contact country:	US
Contact telephone:	760-602-8700
Contact email:	REGULATORY@3ECOMPANY.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	WALGREEN CO.
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/16/2001
Owner/Op end date:	Not reported

Owner/operator name:	ANCHOR METRO LLC
Owner/operator address:	20TH ST STE 100 NEWPORT BEACH, CA 92663
Owner/operator country:	US
Owner/operator telephone:	949-644-6000
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

WALGREENS #6413 (Continued) **1016954296**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 10/31/2001
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

WALGREENS #6413 (Continued) **1016954296**

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Historical Generators:
Date form received by agency: 03/01/2014
Site name: WALGREENS #6413
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U165
. Waste name: NAPHTHALENE

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET,

WALGREENS #6413 (Continued) **1016954296**

WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 190

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 251

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 3

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 18

Waste code: D010
Waste name: SELENIUM
Amount (Lbs): 3

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 7

Waste code: P075
Waste name: NICOTINE, & SALTS
Amount (Lbs): 9

Violation Status: No violations found

S143 **RPM CLEANERS** **EDR Hist Cleaner** **1009126561**
WNW **212 E REGENT** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.072 mi.
380 ft. **Site 9 of 9 in cluster S**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
139 ft. 1960 RPM CLEANERS Not reported

X144 **GRAY'S LAUNDERALL** **EDR Hist Cleaner** **1009126565**
WNW **146 1/2 N LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.073 mi.
383 ft. **Site 1 of 2 in cluster X**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
135 ft. 1960 GRAY'S LAUNDERALL Not reported

Y145 **INDIA RUG CLEANERS** **EDR Hist Cleaner** **1009210727**
NW **253 N LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA**
0.076 mi.
401 ft. **Site 1 of 3 in cluster Y**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
130 ft. 1940 INDIA RUG CLEANERS RUG CLEANING AND RENOVATING
1940 INDIA RUG CLEANERS CARPET CLEANERS AND LAYERS

T146 **DURYER'S SHELL SERVICE** **EDR Hist Auto** **1008995872**
WNW **201 S LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.081 mi.
427 ft. **Site 3 of 13 in cluster T**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
128 ft. 1960 DURYER'S SHELL SERVICE Not reported

Y147 **BUSY BEE QUICK SERVICE** **EDR Hist Auto** **1008996215**
NW **106 W FLORENCE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.082 mi.
434 ft. **Site 2 of 3 in cluster Y**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
134 ft. 1960 BUSY BEE QUICK SERVICE Not reported

R148 **WEARING E C** **EDR Hist Auto** **1009114965**
West **304 NUTWOOD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.086 mi.
452 ft. **Site 3 of 3 in cluster R**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
139 ft. 1935 WEARING E C AUTOMOBILE REPAIRING

Y149 **ANTHONYS PAINT AND BODY SHOP DBA SAHAR** **RCRA-SQG** **1009216516**
NW **259 N LA BREA** **CAR000169029**
< 1/8 **INGLEWOOD, CA 90301**
0.088 mi.
465 ft. **Site 3 of 3 in cluster Y**

Relative:
Lower

Actual:
128 ft.

RCRA-SQG:

Date form received by agency:	12/12/2005
Facility name:	ANTHONYS PAINT AND BODY SHOP DBA SAHAR
Facility address:	259 N LA BREA INGLEWOOD, CA 90301
EPA ID:	CAR000169029
Contact:	HASSAN NOURI
Contact address:	259 N LA BREA INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-330-7900
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HASSAN NOURI
Owner/operator address:	259 N LA BREA INGLEWOOD, CA 90301
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	11/09/2005
Owner/Op end date:	Not reported

Owner/operator name:	ANTHONYS PAINT AND BODY SHOP SAHAR INC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/09/2005
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

ANTHONYS PAINT AND BODY SHOP DBA SAHAR (Continued) **1009216516**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

W150 **HONGS SHELL SERVICE STATION** **EDR Hist Auto** **1021264032**
NW **330 E FLORENCE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.090 mi.
477 ft. **Site 3 of 3 in cluster W**

Relative: EDR Hist Auto
Higher

Actual: **158 ft.**

Year:	Name:	Type:
1969	SOLANO NOEL	Gasoline Service Stations
1970	SOLANO NOEL	Gasoline Service Stations
1975	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1976	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1977	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1978	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1979	HONGS SHELL SERVICE STATION	Gasoline Service Stations

X151 **SOUTHERN CALIFORNIA WASTE OIL CO** **RCRA NonGen / NLR** **1000409155**
WNW **111 NORTH LABREA AVE SUITE 600** **FINDS** **CAT080031297**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.091 mi.
482 ft. **Site 2 of 2 in cluster X**

Relative: RCRA NonGen / NLR:
Lower
Date form received by agency: 03/11/1981

Actual: **133 ft.**

Facility name:	SOUTHERN CALIFORNIA WASTE OIL CO
Facility address:	111 NORTH LABREA AVE SUITE 600 INGLEWOOD, CA 90301
EPA ID:	CAT080031297
Mailing address:	NORTH LABREA AVE SUITE 600 INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	111 NORTH LABREA AVE SUITE 600 INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-671-0383
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	SOUTHERN CALIFORNIA WASTE OIL COMPANY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

SOUTHERN CALIFORNIA WASTE OIL CO (Continued) **1000409155**

Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002956267

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000409155
Registry ID: 110002956267
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002956267

V152
NW
< 1/8
0.092 mi.
488 ft.

KLEIN C W — **EDR Hist Auto** — **1009116224**
250 N LA BREA AV — **N/A**
INGLEWOOD, CA

Site 3 of 4 in cluster V

Relative:
Lower

Actual:
129 ft.

EDR Hist Auto

Year:	Name:	Type:
1940	KLEIN C W	AUTOMOBILE LAUNDRIES

Z153
West
< 1/8
0.093 mi.
489 ft.

PRO LAB — **RCRA-SQG** — **1000121878**
300 S MARKET ST — **CAD982506230**
INGLEWOOD, CA 90301

Site 1 of 9 in cluster Z

Relative:
Lower

Actual:
141 ft.

RCRA-SQG:

Date form received by agency:	06/23/1989
Facility name:	PRO LAB
Facility address:	300 S MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD982506230
Mailing address:	S MARKET ST INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	300 S MARKET ST INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-674-8920
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHOI RICHARD
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported

PRO LAB (Continued) **1000121878**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Z154 **FOTJCH JAMLB RP** **EDR Hist Auto** **1009118368**
West **300 S MARKET ST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.093 mi.
489 ft. **Site 2 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
141 ft. 1927 FOTJCH JAMLB RP AUTOMOBILE GARAGES

Z155 **PROLAB 1 HOUR PHOTO & STUDIO** **RCRA-SQG** **1000275740**
West **300 S MARKET ST** **FINDS** **CAD982472490**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.093 mi.
489 ft. **Site 3 of 9 in cluster Z**

Relative: RCRA-SQG:
Lower Date form received by agency: 05/27/1988

Actual: Facility name: PROLAB 1 HOUR PHOTO & STUDIO
141 ft. Facility address: 300 S MARKET ST
INGLEWOOD, CA 90301
EPA ID: CAD982472490
Contact: ENVIRONMENTAL MANAGER
Contact address: 300 S MARKET ST
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 213-674-8920
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator

PROLAB 1 HOUR PHOTO & STUDIO (Continued) **1000275740**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TAE CHOE
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002820788

Environmental Interest/Information System

PROLAB 1 HOUR PHOTO & STUDIO (Continued) **1000275740**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000275740
Registry ID: 110002820788
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002820788

Z156 **MODE CLEANERS & DYERS** **EDR Hist Cleaner** **1009212798**
West **300 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.093 mi.
489 ft. **Site 4 of 9 in cluster Z**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
141 ft. 1940 MODE CLEANERS & DYERS CLOTHES PRESSERS AND CLEANERS

T157 **CONCORD CLEANERS** **EDR Hist Cleaner** **1009126679**
WNW **113 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.095 mi.
499 ft. **Site 4 of 13 in cluster T**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
127 ft.
1998 CONCORD CLEANERS Not reported
2004 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2005 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2006 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2007 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2008 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2009 777 CLEANERS Drycleaning Plants, Except Rugs
2009 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2010 777 CLEANERS Drycleaning Plants, Except Rugs
2010 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2011 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2011 777 CLEANERS Drycleaning Plants, Except Rugs
2012 777 CLEANERS Drycleaning Plants, Except Rugs
2012 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2013 777 CLEANERS Drycleaning Plants, Except Rugs
2013 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2014 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2014 777 CLEANERS Drycleaning Plants, Except Rugs

T158 **FAMILY CLEANERS** **FINDS** **1008152908**
WNW **113 E MANCHESTER** **ECHO** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **DRYCLEANERS**
0.095 mi.
499 ft. **Site 5 of 13 in cluster T**

Relative: Lower

Actual: 127 ft.

FINDS:

Registry ID: 110018968054

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1008152908
Registry ID:	110018968054
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110018968054

DRYCLEANERS:

EPA Id:	CA0000724922
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/08/1995
Facility Active:	No
Inactive Date:	07/12/2005
Facility Addr2:	Not reported
Owner Name:	CHON WOO KIM
Owner Address:	113 E MANCHESTER BLVD
Owner Address 2:	Not reported
Owner Telephone:	3106748850
Contact Name:	CHON WOO KIM
Contact Address:	113 E MANCHESTER
Contact Address 2:	Not reported
Contact Telephone:	3106748850
Mailing Name:	Not reported
Mailing Address 1:	113 E MANCHESTER
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903010000
Owner Fax:	Not reported
Region Code:	3

T159
WNW
< 1/8
0.095 mi.
499 ft.

CONCORD CLEANERS
113 E MANCHESTER
INGLEWOOD, CA 90301

Site 6 of 13 in cluster T

RCRA-SQG **1000905464**
CA0000724922

Relative:
Lower

Actual:
127 ft.

RCRA-SQG:

Date form received by agency:	01/20/1995
Facility name:	CONCORD CLEANERS
Facility address:	113 E MANCHESTER INGLEWOOD, CA 90301
EPA ID:	CA0000724922
Mailing address:	E MANCHESTER INGLEWOOD, CA 90301
Contact:	FARIBORZ MOURIAN
Contact address:	113 E MANCHESTER INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-674-4037
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	FARIBORS NOURIAN
Owner/operator address:	113 E MANCHESTER INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	310-674-4037
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

CONCORD CLEANERS (Continued) **1000905464**

Violation Status: No violations found

T160 **CONCORD CLEANERS, FARIBORZ DAN NOURIAN** **DRYCLEANERS** **S121693457**
WNW **113 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90720**
0.095 mi.
499 ft. **Site 7 of 13 in cluster T**

Relative: DRYCLEAN SOUTH COAST:
Lower
Actual: Facility ID: 101868
127 ft. Application Number: 293772
Permit Number: D83772
Status: S
Representative Name: FARIBORZ DAN NOURI
Representative Telephone: 310 4786708
Permit Status: INACTIVE
BCAT Number: 000601
BCAT Description: DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East: 374.8039856
UTM North: 3758.5600586

T161 **FAMILY CLEANERS, CHON W KIM DBA** **DRYCLEANERS** **S121694914**
WNW **113 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.095 mi.
499 ft. **Site 8 of 13 in cluster T**

Relative: DRYCLEAN SOUTH COAST:
Lower
Actual: Facility ID: 130109
127 ft. Application Number: 392500
Permit Number: F46534
Status: A
Representative Name: CHON KIM
Representative Telephone: 310 6748850
Permit Status: INACTIVE
BCAT Number: 000601
BCAT Description: DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East: 374.8039856
UTM North: 3758.5600586

V162 **GARDNER W H** **EDR Hist Auto** **1009116194**
NW **270 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.097 mi.
511 ft. **Site 4 of 4 in cluster V**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
130 ft. 1940 GARDNER W H GASOLINE AND OIL SERVICE STATIONS

AA163 **EVER SOFT DRY CLEANERS** **EDR Hist Cleaner** **1018639933**
West **218 E NUTWOOD ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.098 mi.
516 ft. **Site 1 of 12 in cluster AA**

Relative: EDR Hist Cleaner
Lower

Actual:
132 ft.

Year:	Name:	Type:
2007	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2008	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2008	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2009	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2009	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2010	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2010	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2011	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2011	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2012	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2012	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2013	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2013	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2014	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2014	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents

AA164 **EVERSOFT DRY CLEANERS** **DRYCLEANERS** **S108540814**
West **218 E NUTWOOD ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.098 mi.
516 ft. **Site 2 of 12 in cluster AA**

Relative: DRYCLEANERS:
Lower

Actual:
132 ft.

EPA Id:	CAL000304342
NAICS Code:	333312
NAICS Description:	Commercial Laundry, Drycleaning, and Pressing Machine Manufacturing
SIC Code:	3582
SIC Description:	Commercial Laundry, Drycleaning and Pressing Machines
Create Date:	03/13/2006
Facility Active:	No
Inactive Date:	06/30/2016
Facility Addr2:	Not reported
Owner Name:	SONIA M VAQUIZ
Owner Address:	218 E NUTWOOD AVE
Owner Address 2:	Not reported
Owner Telephone:	3104123813
Contact Name:	SONIA VAQUIZ/R ESCOBAR/OWNER
Contact Address:	218 E NUTWOOD AVE
Contact Address 2:	Not reported
Contact Telephone:	3104123810
Mailing Name:	Not reported
Mailing Address 1:	218 E NUTWOOD ST
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903012312
Owner Fax:	0000000000
Region Code:	3

AA165 **EVERSOFT DRY CLEANERS** **DRYCLEANERS** **S121696445**
West **218 E NUTWOOD AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.098 mi.
516 ft. **Site 3 of 12 in cluster AA**

Relative:
Lower

Actual:
132 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	161589
Application Number:	503411
Permit Number:	G7310
Status:	A
Representative Name:	SONIA VAQUIZ
Representative Telephone:	310 4123813
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	374.97000122
UTM North:	3758.4099121

AB166 **SPARLING BUICK** **SWEEPS UST** **S102055858**
WNW **217 N LA BREA AVE** **HAZNET** **N/A**
< 1/8 **INGLEWOOD, CA 90302** **LOS ANGELES CO. HMS**
0.100 mi.
530 ft. **Site 1 of 3 in cluster AB**

Relative:
Lower

Actual:
132 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13221
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

HAZNET:

envid:	S102055858
Year:	2016
GEPAID:	CAC002850981
Contact:	ED MILNES
Telephone:	9515384269
Mailing Name:	Not reported
Mailing Address:	240 CHESTNUT AVE
Mailing City,St,Zip:	LONG BEACH, CA 908022949
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Unspecified aqueous solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.25

SPARLING BUICK (Continued) **S102055858**

Cat Decode: Unspecified aqueous solution
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

envid: S102055858
Year: 2016
GEPAID: CAC002850981
Contact: ED MILNES
Telephone: 9515384269
Mailing Name: Not reported
Mailing Address: 240 CHESTNUT AVE
Mailing City,St,Zip: LONG BEACH, CA 908022949
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.42
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 012967-013221
Facility Type: Not reported
Facility Status: Removed
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

AB167 **SPARLING G F** **EDR Hist Auto** **1009114639**
WNW **217 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.100 mi.
530 ft. **Site 2 of 3 in cluster AB**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
132 ft. 1940 SPARLING G F AUTOMOBILE REPAIRING
1940 SPARLING G F AUTOMOBILE GARAGES
1987 SPARLING BUICK* New And Used Car Dealers

168
South
< 1/8
0.101 mi.
532 ft.

AMERICAN AUTOMOTIVE CENTERS
4055 W CENTURY BLVD
INGLEWOOD, CA 90304

EDR Hist Auto **1020191905**
N/A

Relative:
Lower

Actual:
90 ft.

EDR Hist Auto

Year:	Name:	Type:
1988	HLM PROJECT INC	General Automotive Repair Shops
1989	AMERICAN AUTOMOTIVE	General Automotive Repair Shops
1991	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1991	AMERICAN AUTOMOTIVE	General Automotive Repair Shops
1992	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1992	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1993	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1993	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1994	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1994	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1995	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1995	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1996	K&F AUTO REPAIR	General Automotive Repair Shops
1996	CENTURY DISCOUNT TIRE CENTER	General Automotive Repair Shops
1996	B&M AUTOMOTIVE	General Automotive Repair Shops
1996	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1996	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1997	B&M AUTOMOTIVE	General Automotive Repair Shops
1997	CENTURY DISCOUNT TIRE CENTER	General Automotive Repair Shops
1997	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1997	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1998	PERFORMANCE TRANSMISSION	Automotive Transmission Repair Shops
1998	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1998	CENTURY DISCOUNT TIRE CENTER	General Automotive Repair Shops
1998	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1998	B&M AUTOMOTIVE	General Automotive Repair Shops
1999	B&M AUTOMOTIVE	General Automotive Repair Shops
1999	PERFORMANCE TRANSMISSION	Automotive Transmission Repair Shops
1999	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1999	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2000	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2000	B&M AUTOMOTIVE	General Automotive Repair Shops
2000	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2000	PERFORMANCE TRANSMISSION	Automotive Transmission Repair Shops
2001	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2001	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2001	B&M AUTOMOTIVE	General Automotive Repair Shops
2002	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2002	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2002	B&M AUTOMOTIVE	General Automotive Repair Shops
2003	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2003	B & M AUTOMOTIVE	General Automotive Repair Shops
2003	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2004	B & M AUTOMOTIVE	General Automotive Repair Shops
2004	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2004	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2005	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2006	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2006	DR CARFIX INC	General Automotive Repair Shops
2007	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops

AMERICAN AUTOMOTIVE CENTERS (Continued) **1020191905**

2007	DR CARFIX INC	General Automotive Repair Shops
2008	DR CARFIX INC	General Automotive Repair Shops
2008	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2009	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2009	DR CARFIX INC	General Automotive Repair Shops
2010	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2010	DR CARFIX INC	General Automotive Repair Shops
2011	DR CARFIX INC	General Automotive Repair Shops
2012	DR CARFIX INC	General Automotive Repair Shops
2013	RICARDO S AUTO	General Automotive Repair Shops
2013	DR CARFIX INC	General Automotive Repair Shops
2014	DR CARFIX INC	General Automotive Repair Shops

T169 **WOWSJ MART** **RCRA NonGen / NLR** **1004678555**
WNW **145 E MANCHESTER BLVD** **FINDS** **CAR000110494**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.103 mi.
546 ft. **Site 9 of 13 in cluster T**

Relative: **Lower**

Actual: **126 ft.**

RCRA NonGen / NLR:

Date form received by agency:	12/03/2001
Facility name:	TEXACO SERVICE STATION
Facility address:	145 E MANCHESTER BLVD SAP 123916 INGLEWOOD, CA 90301-1715
EPA ID:	CAR000110494
Mailing address:	12700 NORTHBOROUGH DR MFT240 G HOUSTON, TX 77067-2508
Contact:	NORA CORTEZ
Contact address:	12700 NORTHBOROUGH DR MFT240 G HOUSTON, TX 77067-2508
Contact country:	US
Contact telephone:	281-874-2224
Contact email:	NCCORTEZ@SHELLOPUS.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	EQUILON ENTERPRISES L L C
Owner/operator address:	P O BOX 2648 HOUSTON, TX 77252
Owner/operator country:	Not reported
Owner/operator telephone:	713-241-5036
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

WOWSJ MART (Continued) **1004678555**

Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110055738386

Environmental Interest/Information System
STATE MASTER

Registry ID: 110012212890

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004678555
Registry ID: 110012212890
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012212890

T170 **UNION OIL SERVICE STATION LEAS** **HIST UST** **1000166686**
WNW **145 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.103 mi.
546 ft. **Site 10 of 13 in cluster T**

Relative: HIST UST:
Lower
File Number: 0002827D
Actual: URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002827D.pdf
126 ft. Region: STATE
Facility ID: 00000055760

UNION OIL SERVICE STATION LEAS (Continued) **1000166686**

Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	BONG SANG LIM
Telephone:	2136777525
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000607
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

T171 **SAMHANS MART VALERO** **SWEEPS UST** **U001563823**
WNW **145 E MANCHESTER BLVD** **HIST UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.103 mi.
546 ft. **Site 11 of 13 in cluster T**

Relative: **Lower**
Actual: **126 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	9888
Number:	1
Board Of Equalization:	44-001057
Referral Date:	09-07-90
Action Date:	09-07-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009888-000001
Tank Status:	A
Capacity:	12000
Active Date:	09-07-90
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	3
Status:	Active
Comp Number:	9888
Number:	1
Board Of Equalization:	44-001057
Referral Date:	09-07-90
Action Date:	09-07-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009888-000002
Tank Status:	A
Capacity:	12000
Active Date:	09-07-90
Tank Use:	M.V. FUEL
STG:	P

SAMHANS MART VALERO (Continued) **U001563823**

Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9888
Number: 1
Board Of Equalization: 44-001057
Referral Date: 09-07-90
Action Date: 09-07-90
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009888-000003
Tank Status: A
Capacity: 500
Active Date: 09-07-90
Tank Use: OIL
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00028F0C
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028F0C.pdf
Region: STATE
Facility ID: 00000003866
Facility Type: Gas Station
Other Type: Not reported
Contact Name: BONG SANG LIM
Telephone: 2139776227
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010
Total Tanks: 0003

Tank Num: 001
Container Num: 1923-1
Year Installed: 1967
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 002
Container Num: 1923-2
Year Installed: 1967
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 003
Container Num: 1923-4
Year Installed: 1967
Tank Capacity: 00000280
Tank Used for: WASTE

SAMHANS MART VALERO (Continued) **U001563823**

Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Click here for Geo Tracker PDF:

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010031-055627
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000684007
Permit Status: Closed

T172 **DICKS UNION SERVICE** **EDR Hist Auto** **1008995863**
WNW **145 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.103 mi.
546 ft. **Site 12 of 13 in cluster T**

Relative: EDR Hist Auto
Lower

Actual: **126 ft.**

Year:	Name:	Type:
1960	O'CONNER'S UNION OIL STATION	Not reported
1969	DICKS UNION SERVICE	Gasoline Service Stations
1970	DICKS UNION SERVICE	Gasoline Service Stations
1971	DICKS UNION SERVICE	Gasoline Service Stations
1975	YIS UNION SERVICE	Gasoline Service Stations
1976	YIS UNION SERVICE	Gasoline Service Stations
1977	YIS UNION SERVICE	Gasoline Service Stations
1978	YIS UNION SERVICE	Gasoline Service Stations
1979	YIS UNION SERVICE	Gasoline Service Stations
1980	YIS UNION SERVICE	Gasoline Service Stations
1982	YIS UNION SERVICE	Gasoline Service Stations
1983	YIS UNION SERVICE	Gasoline Service Stations
1985	YIS UNION SERVICE	Gasoline Service Stations
1986	LIMS UNION SERVICE STATION	Gasoline Service Stations
1987	LIMS UNION SERVICE STATION	Gasoline Service Stations
1988	LIMS UNION SERVICE STATION	Gasoline Service Stations
1989	LIMS UNION SERVICE STATION	Gasoline Service Stations
1990	LIMS UNION SERVICE STATION	Gasoline Service Stations
1991	LIMS UNION SERVICE STATION	Gasoline Service Stations
1992	LIMS UNION SERVICE STATION	Gasoline Service Stations
1993	LIMS UNION SERVICE STATION	Gasoline Service Stations
1994	LIMS UNION SERVICE STATION	Gasoline Service Stations
1995	LIMS UNION SERVICE STATION	Gasoline Service Stations
2001	K S J AUTO CENTER	General Automotive Repair Shops
2002	K S J AUTO CENTER	General Automotive Repair Shops
2002	KSJ AUTO CENTER	General Automotive Repair Shops
2003	K S J AUTO CENTER	General Automotive Repair Shops
2003	KSJ AUTO CENTER	General Automotive Repair Shops
2004	LJ WON AUTO SERVICE	General Automotive Repair Shops
2005	LJ WON AUTO SERVICE	General Automotive Repair Shops
2006	LJ WON AUTO SERVICE	General Automotive Repair Shops
2007	LJ WON AUTO SERVICE	General Automotive Repair Shops

DICKS UNION SERVICE (Continued) **1008995863**

2008	LJ WON AUTO SERVICE	General Automotive Repair Shops
2009	LJ WON AUTO SERVICE	General Automotive Repair Shops
2010	LJ WON AUTO SERVICE	General Automotive Repair Shops
2011	LJ WON AUTO SERVICE	General Automotive Repair Shops
2012	LJ WON AUTO SERVICE	General Automotive Repair Shops
2013	LJ WON AUTO SERVICE	General Automotive Repair Shops

T173 **LIM'S TEXACO** **UST** **U003984027**
WNW **145 E MANCHESTER BLVD** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.103 mi.
546 ft. **Site 13 of 13 in cluster T**

Relative:
Lower

Actual:
126 ft.

UST:
Facility ID: LACoFA0017377
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96181
Longitude: -118.35378

Facility ID: 22027
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.9631741
Longitude: -118.3523288

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010031-022027
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000111084
Permit Status: Closed

---

174 **DELKAY PLASTICS CORP** **SEMS-ARCHIVE** **1003878980**
NW **200 E BEACH AVE** **CAD981576440**
< 1/8 **INGLEWOOD, CA 90302**
0.107 mi.
565 ft.

Relative:
Lower

Actual:
132 ft.

SEMS Archive:
Site ID: 902456
EPA ID: CAD981576440
Cong District: 28
FIPS Code: 6037
FF: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:
Region: 9
Site ID: 902456
EPA ID: CAD981576440
Site Name: DELKAY PLASTICS CORP
NPL: N
FF: N

DELKAY PLASTICS CORP (Continued) **1003878980**

OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1987-04-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse
Region:	9
Site ID:	902456
EPA ID:	CAD981576440
Site Name:	DELKAY PLASTICS CORP
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1986-11-01 00:00:00
Finish Date:	1987-04-01 00:00:00
Qual:	N
Current Action Lead:	St Perf
Region:	9
Site ID:	902456
EPA ID:	CAD981576440
Site Name:	DELKAY PLASTICS CORP
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1986-11-01 00:00:00
Finish Date:	1986-11-01 00:00:00
Qual:	Not reported
Current Action Lead:	St Perf

Z175 **WALKER 0 B** **EDR Hist Auto** **1009114964**
West **320 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.109 mi.
575 ft. **Site 5 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual:
141 ft.

Year:	Name:	Type:
1935	WALKER 0 B	AUTOMOBILE REPAIRING

AA176 **PACIFIC BELL IGWDCA01/A2104** **UST** **U003776714**
West **301 S LA BREA AVE** **SWEEPS UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.111 mi.
588 ft. **Site 4 of 12 in cluster AA**

Relative:
Lower

Actual:
129 ft.

UST:
Facility ID: LACoFA0015269
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96033
Longitude: -118.35338

Facility ID: 10228
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96039
Longitude: -118.35334

SWEEPS UST:
Status: Active
Comp Number: 10228
Number: 9
Board Of Equalization: 44-008774
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-010228-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010340-010228
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 00001650T
Permit Status: Permit

AA177 **PACIFIC BELL** **RCRA-SQG** **1000250301**
West **301 S LA BREA** **HIST UST** **CAT080018765**
< 1/8 **INGLEWOOD, CA 90301** **FINDS**
0.111 mi. **ECHO**
588 ft. **Site 5 of 12 in cluster AA** **EMI**
HAZNET

Relative:
Lower

Actual:
129 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: PACIFIC BELL
Facility address: 301 S LA BREA
INGLEWOOD, CA 90301
EPA ID: CAT080018765
Mailing address: 500 S MAIN S TOWER BOCC RM 260

PACIFIC BELL (Continued) **1000250301**

ORANGE, CA 92668
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: THE PACIFIC TELEPHONE AND TELEGRAPH CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No

PACIFIC BELL (Continued) **1000250301**

Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/15/1981
Site name: PACIFIC BELL
Classification: Large Quantity Generator

Violation Status: No violations found

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000061274
Facility Type: Other
Other Type: SIC 4800
Contact Name: E.J. KOEHLER
Telephone: 4155426758
Owner Name: PACIFIC BELL
Owner Address: 370 THIRD STREET
Owner City,St,Zip: SAN FRANCISCO, CA 94107
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1975
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: None

FINDS:

Registry ID: 110055843128

Environmental Interest/Information System
STATE MASTER

Registry ID: 110002948197

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

PACIFIC BELL (Continued) **1000250301**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000250301
Registry ID:	110002948197
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002948197

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	11573
Air District Name:	SC
SIC Code:	4922
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11573
Air District Name:	SC
SIC Code:	4813
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	11573
Air District Name:	SC
SIC Code:	4810
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

PACIFIC BELL (Continued) **1000250301**

NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

HAZNET:

envid:	1000250301
Year:	2016
GEPAID:	CAT080018765
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	1 AT&T WAY ROOM 1A111C
Mailing City,St,Zip:	BEDMINSTER, NJ 079212693
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.105
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	1000250301
Year:	2015
GEPAID:	CAT080018765
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 5095, 4W200I
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1134
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000250301
Year:	2008
GEPAID:	CAT080018765
Contact:	EH & S RECORDKEEPER-RRC
Telephone:	8005669347
Mailing Name:	Not reported
Mailing Address:	308 S AKARD RM 900
Mailing City,St,Zip:	DALLAS, TX 752025399
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

PACIFIC BELL (Continued) **1000250301**

Disposal Method: Solvents Recovery
Tons: 2.6
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000250301
Year: 2008
GEPAID: CAT080018765
Contact: EH & S RECORDKEEPER-RRC
Telephone: 8005669347
Mailing Name: Not reported
Mailing Address: 308 S AKARD RM 900
Mailing City,St,Zip: DALLAS, TX 752025399
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Solvents Recovery
Tons: 2.6
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000250301
Year: 2007
GEPAID: CAT080018765
Contact: EH & S RECORDKEEPER-RRC
Telephone: 8005669347
Mailing Name: Not reported
Mailing Address: 308 S AKARD RM 900
Mailing City,St,Zip: DALLAS, TX 752025399
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

AA178 **PACIFIC BELL (A2-104)** **HIST UST** **S118413706**
West **301 S LABREA** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.111 mi.
588 ft. **Site 6 of 12 in cluster AA**

Relative: HIST UST:
Lower
File Number: 00027B2E
Actual: URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027B2E.pdf
129 ft. Region: Not reported
Facility ID: Not reported
Facility Type: Not reported

PACIFIC BELL (A2-104) (Continued) **S118413706**

Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AA179 **J P CLEANERS, JOSE DE JESUS PENA** **DRYCLEANERS** **S121695840**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 7 of 12 in cluster AA**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual: Facility ID:	147024
127 ft. Application Number:	452703
Permit Number:	F80779
Status:	A
Representative Name:	JOSE PENA
Representative Telephone:	310 4123200
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East:	374.93798828
UTM North:	3758.4719238
Facility ID:	147024
Application Number:	469229
Permit Number:	F90309
Status:	A
Representative Name:	JOSE PENA
Representative Telephone:	310 4123200
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	374.93798828
UTM North:	3758.4719238

AA180 **PARK LANE CLEANERS** **DRYCLEANERS** **S121698239**
West **253 S LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 8 of 12 in cluster AA**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	51630
Application Number:	140425
Permit Number:	Not reported
Status:	O
Representative Name:	MIKE YADEGAR
Representative Telephone:	213 3924138
Permit Status:	Not reported
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

Actual:
127 ft.

AA181 **PARK LANE CLEANERS** **DRYCLEANERS** **S121693734**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 9 of 12 in cluster AA**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	107737
Application Number:	312426
Permit Number:	F2837
Status:	S
Representative Name:	MERHAN, RON, JACK
Representative Telephone:	310 4123200
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East:	374.93798828
UTM North:	3758.4719238

Actual:
127 ft.

AA182 **JP CLEANERS** **DRYCLEANERS** **S105266052**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 10 of 12 in cluster AA**

Relative: DRYCLEANERS:
Lower

EPA Id:	CAL000305187
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/06/2006
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	JOSE DE JESUS PENA
Owner Address:	349 W 68TH ST
Owner Address 2:	Not reported
Owner Telephone:	3104123200

Actual:
127 ft.

JP CLEANERS (Continued) **S105266052**

Contact Name:	JOSE PENA
Contact Address:	253 S LA BREA AVE
Contact Address 2:	Not reported
Contact Telephone:	3104123200
Mailing Name:	Not reported
Mailing Address 1:	253 S LA BREA AVE
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903012317
Owner Fax:	0000000000
Region Code:	3

AA183 **JB CLEANERS** **EDR Hist Cleaner** **1009126691**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 11 of 12 in cluster AA**

Relative: EDR Hist Cleaner
Lower

Actual: **127 ft.**

Year:	Name:	Type:
1993	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1994	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1995	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1996	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1997	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1998	PARK LANE CLEANERS	Not reported
1998	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1999	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2000	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2001	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2002	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2003	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2004	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2005	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2006	JB CLEANERS	Drycleaning Plants, Except Rugs
2007	JB CLEANERS	Drycleaning Plants, Except Rugs
2008	JB CLEANERS	Drycleaning Plants, Except Rugs
2009	JB CLEANERS	Drycleaning Plants, Except Rugs
2010	JB CLEANERS	Drycleaning Plants, Except Rugs
2011	JB CLEANERS	Drycleaning Plants, Except Rugs
2012	JB CLEANERS	Drycleaning Plants, Except Rugs
2013	JB CLEANERS	Drycleaning Plants, Except Rugs
2014	JB CLEANERS	Drycleaning Plants, Except Rugs

AC184 **THE FORUM** **LUST** **S108723557**
SE **3900 MANCHESTER BLVD, WEST** **N/A**
< 1/8 **INGLEWOOD, CA 90305**
0.117 mi.
617 ft. **Site 1 of 3 in cluster AC**

Relative: LUST:
Lower

Actual: **147 ft.**

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603737709

THE FORUM (Continued) **S108723557**

Global Id:	T0603737709
Latitude:	33.958212
Longitude:	-118.341957
Status:	Completed - Case Closed
Status Date:	07/15/2013
Case Worker:	CET
RB Case Number:	R-09447A
Local Agency:	LOS ANGELES COUNTY
File Location:	Regional Board
Local Case Number:	038886
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline, MTBE / TBA / Other Fuel Oxygenates, Tetrachloroethylene (PCE)
Site History:	Not reported

LUST:

Global Id:	T0603737709
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603737709
Contact Type:	Local Agency Caseworker
Contact Name:	MANUEL R REGALADO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	mregalad@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603737709
Contact Type:	Local Agency Caseworker
Contact Name:	RANI IYER
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	riyer@dpw.lacounty.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603737709
Action Type:	RESPONSE
Date:	11/15/2008
Action:	Soil and Water Investigation Report

Global Id:	T0603737709
Action Type:	RESPONSE
Date:	02/01/2008
Action:	Soil and Water Investigation Workplan

Global Id:	T0603737709
Action Type:	Other
Date:	06/16/2004
Action:	Leak Reported

THE FORUM (Continued) **S108723557**

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 12/06/2007
Action: Staff Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 09/12/2007
Action: Staff Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 06/13/2008
Action: Staff Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 07/15/2013
Action: Closure/No Further Action Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 05/07/2013
Action: Notification - Preclosure

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 09/11/2008
Action: Staff Letter

Global Id: T0603737709
Action Type: Other
Date: 03/18/2004
Action: Leak Discovery

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 02/01/2008
Action: Staff Letter

Global Id: T0603737709
Action Type: REMEDIATION
Date: 09/01/1986
Action: Excavation

Global Id: T0603737709
Action Type: RESPONSE
Date: 10/15/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603737709
Action Type: RESPONSE

THE FORUM (Continued) **S108723557**

Date: 05/30/2008
Action: Soil and Water Investigation Report

Global Id: T0603737709
Action Type: RESPONSE
Date: 11/15/2007
Action: Other Report / Document

LUST:
Global Id: T0603737709
Status: Open - Case Begin Date
Status Date: 03/18/2004

Global Id: T0603737709
Status: Open - Site Assessment
Status Date: 06/16/2004

Global Id: T0603737709
Status: Open - Site Assessment
Status Date: 12/06/2007

Global Id: T0603737709
Status: Open - Eligible for Closure
Status Date: 01/10/2013

Global Id: T0603737709
Status: Completed - Case Closed
Status Date: 07/15/2013

AC185 **GREAT WESTERN FORUM** **UST** **U003776323**
SE **3900 W MANCHESTER BLVD** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90305**
0.117 mi.
617 ft. **Site 2 of 3 in cluster AC**

Relative:
Lower

Actual:
147 ft.

UST:
Facility ID: 9447
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.9595717
Longitude: -118.3404899

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 009620-009447
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 00000538T
Permit Status: Closed

AC186 **CALIFORNIA SPORTS INC/GREAT WE** **LUST** **S101617745**
SE **3900 W MANCHESTER BL** **SWEEPS UST** **N/A**
< 1/8 **INGLEWOOD, CA 90306** **CA FID UST**
0.117 mi. **EMI**
617 ft. **Site 3 of 3 in cluster AC** **HIST CORTESE**
LOS ANGELES CO. HMS

Relative:
Lower

Actual:
147 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704813
Global Id:	T0603704813
Latitude:	33.958321
Longitude:	-118.341912
Status:	Completed - Case Closed
Status Date:	02/23/1998
Case Worker:	JOA
RB Case Number:	R-09447
Local Agency:	LOS ANGELES COUNTY
File Location:	Local Agency
Local Case Number:	L513004
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603704813
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704813
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603704813
Action Type:	Other
Date:	02/25/1986
Action:	Leak Reported

Global Id:	T0603704813
Action Type:	Other
Date:	02/25/1986
Action:	Leak Stopped

Global Id:	T0603704813
Action Type:	Other
Date:	02/25/1986
Action:	Leak Discovery

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

LUST:
Global Id: T0603704813
Status: Open - Case Begin Date
Status Date: 02/25/1986

Global Id: T0603704813
Status: Completed - Case Closed
Status Date: 02/23/1998

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-09447
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704813
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: PRAIRIE BLVD.
Enforcement Type: Not reported
Date Leak Discovered: 2/25/1986
Date Leak First Reported: 2/25/1986
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 2/25/1986
Date Case Last Changed on Database: 2/23/1998
Date the Case was Closed: 2/23/1998
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Piping
Operator: COLLINS, ROBERT
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 3331.297212328908030540545071
Source of Cleanup Funding: Piping
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Organization: Not reported
Owner Contact: Not reported
Responsible Party: GREAT WESTERN FORUM
RP Address: P.O. BOX 10, INGLEWOOD, CA 90306
Program: LUST
Lat/Long: 33.9601486 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: OLD CASE #000241

SWEEPS UST:
Status: Active
Comp Number: 9447
Number: 9
Board Of Equalization: 44-008420
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009447-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

CA FID UST:
Facility ID: 19009825
Regulated By: UTNKA
Regulated ID: 00017298
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 36363

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	11
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-09447

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	009620-038886
Facility Type:	0
Facility Status:	Removed
Area:	2E
Permit Number:	000377173
Permit Status:	Removed

Region:	LA
Permit Category:	Not reported
Facility Id:	009620-037928
Facility Type:	Not reported
Facility Status:	OPEN
Area:	2E

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Permit Number: Not reported
Permit Status: Not reported

Z187 **DAGGETT H A** **EDR Hist Auto** **1009117409**
West **310 S MARKET LN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.117 mi.
620 ft. **Site 6 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
140 ft. 1931 HEUER HARRY AUTOMOBILE REPAIRING

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188 **NEMOY JACOB** **EDR Hist Cleaner** **1009213505**
WNW **104 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.118 mi.
624 ft.

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
126 ft. 1935 NEMOY JACOB CLOTHES PRESSERS AND CLEANERS

Z189 **FETSCH L N** **EDR Hist Cleaner** **1009212488**
West **312 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.118 mi.
625 ft. **Site 7 of 9 in cluster Z**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
140 ft. 1931 FETSCH L N CLOTHES PRESSERS AND CLEANERS

AD190 **DELGADOS AUTOMOTIVE** **RCRA-SQG** **1000596490**
NW **300 N LA BREA** **HAULERS** **CAD983604620**
< 1/8 **INGLEWOOD, CA 90301** **FINDS**
0.123 mi. **ECHO**
647 ft. **Site 1 of 5 in cluster AD** **HAZNET**

Relative: RCRA-SQG:
Lower
Date form received by agency: 09/04/1991
Actual: Facility name: DELGADOS AUTOMOTIVE
131 ft. Facility address: 300 N LA BREA
INGLEWOOD, CA 90301
EPA ID: CAD983604620
Contact: JOSE PORTERO
Contact address: 300 N LA BREA
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 213-670-8120

DELGADOS AUTOMOTIVE (Continued) **1000596490**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: FRANK DELGADO
Owner/operator address: 300 N LA BREA
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 213-671-1515
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

HAULERS:
Facility ID: 1521123
Facility Phone: (310) 671-1515
Business Email Address: Not reported
Contact Person: Lisa Cinco, Luis E. Cinco
Mailing Address: 300 N La Brea Ave
Mailing City: Inglewood
Mailing State: CA
Mailing Zip: 90302-3407
Mailing County: Los Angeles
Mailing Phone: (310) 671-1515
Waste Tire Permit Summary: No Permit record for this business.

FINDS:

DELGADOS AUTOMOTIVE (Continued) **1000596490**

Registry ID: 110002859979

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000596490
Registry ID: 110002859979
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002859979

HAZNET:
envid: 1000596490
Year: 1996
GEPAID: CAD983604620
Contact: JOSE E PORTERO
Telephone: 3106711515
Mailing Name: Not reported
Mailing Address: 300 N LA BREA
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0374
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000596490
Year: 1996
GEPAID: CAD983604620
Contact: JOSE E PORTERO
Telephone: 3106711515
Mailing Name: Not reported
Mailing Address: 300 N LA BREA
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: .0791
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

DELGADOS AUTOMOTIVE (Continued) **1000596490**

envid:	1000596490
Year:	1995
GEPAID:	CAD983604620
Contact:	JOSE E PORTERO
Telephone:	3106711515
Mailing Name:	Not reported
Mailing Address:	300 N LA BREA
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD093459485
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.0706
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AD191 **DELGADOS AUTOMOTIVE** **EDR Hist Auto** **1008993877**
NW **300 N LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90302**
0.123 mi.
647 ft. **Site 2 of 5 in cluster AD**

Relative: EDR Hist Auto
Lower

Actual:
131 ft.

Year:	Name:	Type:
1960	MACK'S TEXACO SERVICE	Not reported
1973	DELGADO FRANCISCO G	Gasoline Service Stations
1974	DELGADO FRANCISCO G	Gasoline Service Stations
1975	DELGADO FRANCISCO G	General Automotive Repair Shops
1976	DELGADO FRANCISCO G	General Automotive Repair Shops
1977	DELGADO FRANCISCO G	General Automotive Repair Shops
1978	DELGADO FRANCISCO G	General Automotive Repair Shops
1979	DELGADO FRANCISCO G	General Automotive Repair Shops
1980	DELGADO FRANCISCO G	General Automotive Repair Shops
1982	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1983	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1985	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1986	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1987	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1988	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1989	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1990	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1991	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1992	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1993	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1994	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1995	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1996	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1997	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1998	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1999	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2000	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2001	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2002	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2003	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2004	DELGADOS AUTOMOTIVE	General Automotive Repair Shops

DELGADOS AUTOMOTIVE (Continued) **1008993877**

2004	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2005	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2005	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2005	BAJA TIRES & AUTO SERVICE	Auto And Home Supply Stores, NEC
2005	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2006	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2006	BAJA TIRES & AUTO SERVICE	Auto And Home Supply Stores, NEC
2006	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2007	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2007	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2008	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2008	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2009	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2010	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2011	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2012	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2013	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2014	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC

Z192 **PITSTOP AUTO REPAIR** **EDR Hist Auto** **1022216293**
West **309 E HILLCREST BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.123 mi.
648 ft. **Site 8 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual: **142 ft.**

Year:	Name:	Type:
2009	PITSTOP AUTO REPAIR	General Automotive Repair Shops
2010	PITSTOP AUTO REPAIR	General Automotive Repair Shops

AE193 **DUKES AUTOMOTIVE SERVICE** **EDR Hist Auto** **1021706355**
South **10223 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.124 mi.
654 ft. **Site 1 of 2 in cluster AE**

Relative: EDR Hist Auto
Lower

Actual: **86 ft.**

Year:	Name:	Type:
1969	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1970	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1971	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1972	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1973	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1974	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1975	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1976	DUKES AUTOMOTIVE SERVICE	General Automotive Repair Shops
1977	DUKES AUTOMOTIVE SERVICE	General Automotive Repair Shops
1978	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1979	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1980	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1982	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1983	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1988	E & M GERMAN CAR REPAIR	Automotive Repair Shops, NEC
1989	E & M GERMAN CAR REPAIR	Automotive Repair Shops, NEC

DUKES AUTOMOTIVE SERVICE (Continued) **1021706355**

1993	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1994	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1995	GES AUTO PARTS	Auto And Truck Equipment And Parts
1995	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1996	GES AUTO PARTS	Auto And Truck Equipment And Parts
1996	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1997	GES AUTO PARTS	Auto And Truck Equipment And Parts
1997	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1998	GES AUTO PARTS	Auto And Truck Equipment And Parts
1998	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1999	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1999	GES AUTO PARTS	Auto And Truck Equipment And Parts
2000	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2000	GES AUTO PARTS	Auto And Truck Equipment And Parts
2001	GES AUTO PARTS	Auto And Truck Equipment And Parts
2001	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2002	GES AUTO PARTS	Auto And Truck Equipment And Parts
2002	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2003	GES AUTO PARTS	Auto And Truck Equipment And Parts
2003	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2004	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2004	GES AUTO PARTS	Auto And Truck Equipment And Parts
2005	GES AUTO PARTS	Auto And Truck Equipment And Parts
2005	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2006	GES AUTO PARTS	Auto And Truck Equipment And Parts
2006	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2007	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2008	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2009	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2010	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2011	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2012	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2013	E & M GERMAN CAR REPAIR	General Automotive Repair Shops

AE194 **NONE** **SWEEPS UST U001563862**
South **10223 S PRAIRIE** **HIST UST N/A**
< 1/8 **INGLEWOOD, CA 90303**
0.124 mi.
654 ft. **Site 2 of 2 in cluster AE**

Relative: SWEEPS UST:
Lower

Status:	Active
Comp Number:	13470
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

Actual:
86 ft.

NONE (Continued) **U001563862**

HIST UST:

File Number:	0002643F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002643F.pdf
Region:	STATE
Facility ID:	00000005143
Facility Type:	Other
Other Type:	AUTO REPAIR
Contact Name:	Not reported
Telephone:	2136776304
Owner Name:	ELIAS FAGGOUSEL
Owner Address:	15027 KINGSDALE AVE
Owner City,St,Zip:	LAWNDALE, CA 90260
Total Tanks:	0003
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Pressure Test
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Pressure Test
Tank Num:	003
Container Num:	0000000001
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Pressure Test

Click here for Geo Tracker PDF:

Z195 **FETSCH L N** **EDR Hist Cleaner** **1009213099**
West **324 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.124 mi.
657 ft. **Site 9 of 9 in cluster Z**

Relative: EDR Hist Cleaner
Lower

Actual:
140 ft.

Year:	Name:	Type:
1935	FETSCH L N	CLOTHES PRESSERS AND CLEANERS
1940	FETSCH L N	CLOTHES PRESSERS AND CLEANERS

AF196 **UNOCAL #1923** **LUST** **S101296466**
WNW **145 MANCHESTER BLVD E** **HIST CORTESE** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.130 mi.
686 ft. **Site 1 of 5 in cluster AF**

Relative:
Lower

Actual:
123 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703510
Global Id:	T0603703510
Latitude:	33.9618194
Longitude:	-118.3542359
Status:	Completed - Case Closed
Status Date:	10/07/1993
Case Worker:	JOA
RB Case Number:	I-09888
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0603703510
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703510
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603703510
Action Type:	Other
Date:	08/14/1990
Action:	Leak Discovery

Global Id:	T0603703510
Action Type:	Other
Date:	08/14/1990
Action:	Leak Stopped

Global Id:	T0603703510
Action Type:	Other
Date:	08/16/1990
Action:	Leak Reported

UNOCAL #1923 (Continued) **S101296466**

LUST:

Global Id:	T0603703510
Status:	Open - Case Begin Date
Status Date:	08/14/1990
Global Id:	T0603703510
Status:	Open - Site Assessment
Status Date:	08/16/1990
Global Id:	T0603703510
Status:	Open - Site Assessment
Status Date:	05/21/1992
Global Id:	T0603703510
Status:	Completed - Case Closed
Status Date:	10/07/1993

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-09888	
Status:	Case Closed	
Substance:	Waste Oil	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703510	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	LA BREA	
Enforcement Type:	Informal Enforcement Actions,including Notices of Violations and Staff Enforcement Letters	
Date Leak Discovered:	8/14/1990	
Date Leak First Reported:		8/16/1990
Date Leak Record Entered:	10/16/1990	
Date Confirmation Began:	8/16/1990	
Date Leak Stopped:	8/14/1990	
Date Case Last Changed on Database:		10/7/1993
Date the Case was Closed:		10/7/1993
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	LIM, BONG SANG	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2181.93255709926684573784411 52
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/21/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported

UNOCAL #1923 (Continued) **S101296466**

Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	1/1/1965
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	UNOCAL
RP Address:	17700 CASTLETO ST, SUITE 500, CITY OF INDUSTRY, 91748
Program:	LUST
Lat/Long:	33.9618194 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	ROUTINE TANK REPLACEMENT. WASTE-OIL TANK HEAVILY CORRODED AND RIDDLED WITH HOLES. SOIL EXCESSIVELY CONTAMINATED TO ATLEAST 17' BELOW GRADE. FURTHER EXCAVATION OR SOIL BORINGS TOBE PERFORMED TO DETERMINE EXTENT AND REMEDIAT

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09888

AA197 **SPARKLING CLEANERS** **CA FID UST** **S102056078**
West **320 S LA BREA AVE** **DRYCLEANERS** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302** **EMI**
0.131 mi. **LOS ANGELES CO. HMS**
692 ft. **Site 12 of 12 in cluster AA**

Relative:
Lower

Actual:
131 ft.

CA FID UST:

Facility ID:	19003587
Regulated By:	UTNKA
Regulated ID:	00005140
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136454141
Mail To:	Not reported
Mailing Address:	320 S LA BREA AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900450000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

Facility ID: 19003587

SPARKLING CLEANERS (Continued) **S102056078**

Regulated By: UTNKI
Regulated ID: 00017471
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 320 N LA BREA AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD 90302
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

DRYCLEAN SOUTH COAST:
Facility ID: 9372
Application Number: 150492
Permit Number: M58832
Status: A
Representative Name: BELLE GARDNER
Representative Telephone: 213 6781476
Permit Status: INACTIVE
BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East: 374.95300293
UTM North: 3758.3769531

Facility ID: 9372
Application Number: C35337
Permit Number: M18125
Status: A
Representative Name: BELLE GARDNER
Representative Telephone: 213 6781476
Permit Status: INACTIVE
BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East: 374.95300293
UTM North: 3758.3769531

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 8
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0

SPARKLING CLEANERS (Continued) **S102056078**

SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 5
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 4
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

LOS ANGELES CO. HMS:
Region: LA

SPARKLING CLEANERS (Continued) **S102056078**

Permit Category: Not reported
Facility Id: 014795-015542
Facility Type: Not reported
Facility Status: Removed
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

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198 West 1/8-1/4 0.141 mi. 743 ft.

USPS HILLCREST STATION
300 E HILLCREST BLVD
INGLEWOOD, CA 90301

RCRA-SQG 1001486834
FINDS CAR000051821
ECHO
HAZNET

Relative: Lower

Actual: 143 ft.

RCRA-SQG:
Date form received by agency: 05/04/1999
Facility name: USPS HILLCREST STATION
Facility address: 300 E HILLCREST BLVD
INGLEWOOD, CA 90301-9998
EPA ID: CAR000051821
Contact: DON PITCHER
Contact address: 300 E HILLCREST BLVD
INGLEWOOD, CA 90301-9998
Contact country: US
Contact telephone: 310-674-0382
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: UNITED STATES POSTAL SERVICE
Owner/operator address: 2300 REDONDO AVENUE
LONG BEACH, CA 90809
Owner/operator country: Not reported
Owner/operator telephone: 562-494-2313
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Federal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

USPS HILLCREST STATION (Continued) **1001486834**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 05/04/1999
Site name: USPS HILLCREST STATION
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002927726

Environmental Interest/Information System
FEDERAL FACILITY HAZARDOUS WASTE DOCKET

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1001486834
Registry ID: 110002927726
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002927726

HAZNET:
envid: 1001486834
Year: 2001
GEPAID: CAR000051821
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 300 E HILLCREST BLVD
Mailing City,St,Zip: INGLEWOOD, CA 903019998
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.5

USPS HILLCREST STATION (Continued) **1001486834**

Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1001486834
Year:	1999
GEPAID:	CAR000051821
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	300 E HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903019998
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	176.9880
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1001486834
Year:	1999
GEPAID:	CAR000051821
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	300 E HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903019998
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Disposal, Other
Tons:	33.7120
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AB199 **INGLEWOOD COURTS** **HIST UST** **U001562316**
WNW **1 E REGENT ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90063**
0.147 mi.
774 ft. **Site 3 of 3 in cluster AB**

Relative: HIST UST:
Lower

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000020732
Facility Type:	Other
Other Type:	COURT
Contact Name:	L. A. COUNTY MECHANICAL DEPT.
Telephone:	2132672242
Owner Name:	LOS ANGELES COUNTY MECHANICAL
Owner Address:	1100 NORTH EASTERN AVENUE
Owner City,St,Zip:	LOS ANGELES, CA 90063

Actual:
125 ft.

INGLEWOOD COURTS (Continued) **U001562316**

Total Tanks: 0001

Tank Num: 001
Container Num: TANK #1
Year Installed: 1975
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

AG200 **HALLMARK MOTORS INC** **RCRA-SQG** **1000289932**
NW **124 W BEACH** **FINDS** **CAD982017816**
1/8-1/4 **INGLEWOOD, CA 90302** **ECHO**
0.148 mi.
783 ft. **Site 1 of 4 in cluster AG**

Relative:
Lower

Actual:
121 ft.

RCRA-SQG:
Date form received by agency: 07/28/1987
Facility name: HALLMARK MOTORS INC
Facility address: 124 W BEACH
INGLEWOOD, CA 90302
EPA ID: CAD982017816
Contact: ENVIRONMENTAL MANAGER
Contact address: 124 W BEACH
INGLEWOOD, CA 90302
Contact country: US
Contact telephone: 213-391-6275
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported

HALLMARK MOTORS INC (Continued) **1000289932**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002777451

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000289932
Registry ID: 110002777451
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002777451

AG201
NW
1/8-1/4
0.148 mi.
783 ft.

AIRPORT GROUND TRANSPORT SVC
124 W BEACH AVE SECTION A
INGLEWOOD, CA 90302

Site 2 of 4 in cluster AG

RCRA-SQG **1000985177**
FINDS **CA0001012368**

Relative:
Lower

Actual:
121 ft.

RCRA-SQG:

Date form received by agency:	01/16/1995
Facility name:	AIRPORT GROUND TRANSPORT SVC
Facility address:	124 W BEACH AVE SECTION A INGLEWOOD, CA 90302
EPA ID:	CA0001012368
Mailing address:	W BEACH AVE SECTION A INGLEWOOD, CA 90302
Contact:	PERRY BEHZADIAN
Contact address:	124 W BEACH AVE SECTION A INGLEWOOD, CA 90302
Contact country:	US
Contact telephone:	310-671-8821
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	FATEMEH S ZAMANI
Owner/operator address:	124 W BEACH AVE SEC A INGLEWOOD, CA 90302
Owner/operator country:	Not reported
Owner/operator telephone:	310-671-8821
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

AIRPORT GROUND TRANSPORT SVC (Continued) **1000985177**

Violation Status: No violations found

FINDS:

Registry ID: 110002623616

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

AD202 **DICKS AUTO REPAIR** **RCRA-SQG** **1000272036**
NW **311 N LA BREA AVE** **FINDS** **CAD982042012**
1/8-1/4 **INGLEWOOD, CA 90302** **ECHO**
0.149 mi.
786 ft. **Site 3 of 5 in cluster AD**

Relative:
Lower

Actual:
129 ft.

RCRA-SQG:
Date form received by agency: 09/28/1987
Facility name: DICKS AUTO REPAIR
Facility address: 311 N LA BREA AVE
INGLEWOOD, CA 90302
EPA ID: CAD982042012
Contact: RAY REGIEC
Contact address: 311 N LA BREA AVE
INGLEWOOD, CA 90302
Contact country: US
Contact telephone: 213-671-4696
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

DICKS AUTO REPAIR (Continued) **1000272036**

Owner/operator name: JAMES HANSEN
Owner/operator address: BOX 172 HIGHLAND ORCHARDS RD
UNDERWOOD, WA 98651
Owner/operator country: Not reported
Owner/operator telephone: 509-493-2981
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002786218

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000272036
Registry ID: 110002786218
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002786218

AG203 **B AND H TOW** **RCRA-SQG** **1000596474**
NW **150 W IVY** **FINDS** **CAD983604463**
1/8-1/4 **INGLEWOOD, CA 90302** **ECHO**
0.162 mi.
855 ft. **Site 3 of 4 in cluster AG**

Relative:
Lower

Actual:
126 ft.

RCRA-SQG:

Date form received by agency:	09/04/1991
Facility name:	B AND H TOW
Facility address:	150 W IVY INGLEWOOD, CA 90302
EPA ID:	CAD983604463
Contact:	ROBERT ELLISON
Contact address:	150 W IVY INGLEWOOD, CA 90302
Contact country:	US
Contact telephone:	213-674-3222
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HAROLD EKMAINIAN
Owner/operator address:	52 LOOKOUT DR PALM DESERT, CA 90622
Owner/operator country:	Not reported
Owner/operator telephone:	619-773-5752
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

B AND H TOW (Continued) **1000596474**

FINDS:

Registry ID: 110002859835

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000596474
Registry ID:	110002859835
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002859835

AG204 **B AND H INGLEWOOD TOW INC** **HIST UST** **U001563832**
NW **150 W IVY** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302**
0.162 mi.
855 ft. **Site 4 of 4 in cluster AG**

Relative:
Lower

Actual:
126 ft.

HIST UST:

File Number:	0002663D
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002663D.pdf
Region:	STATE
Facility ID:	00000005135
Facility Type:	Other
Other Type:	TOWING
Contact Name:	ROBERT ELLISON
Telephone:	2136743222
Owner Name:	B & H INGLEWOOD TOW, INC
Owner Address:	150 W IVY
Owner City,St,Zip:	INGLEWOOD, CA 90302
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

AD205 **INGLEWOOD CAR WASH** **LUST** **U001563843**
NW **320 N LA BREA AVE** **SWEEPS UST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302** **HIST UST**
0.169 mi. **HIST CORTESE**
891 ft. **Site 4 of 5 in cluster AD** **LOS ANGELES CO. HMS**

Relative:
Lower

Actual:
131 ft.

LUST:

Lead Agency:	SWRCB
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000006987
Global Id:	T10000006987
Latitude:	33.96009
Longitude:	-118.35272
Status:	Completed - Case Closed
Status Date:	05/26/2015
Case Worker:	GWL
RB Case Number:	Not reported
Local Agency:	Not reported
File Location:	All Files are on GeoTracker or in the Local Agency Database
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T10000006987
Contact Type:	Local Agency Caseworker
Contact Name:	GEORGE LOCKWOOD
Organization Name:	SWRCB
Address:	1001 I STREET
City:	SACRAMENTO
Email:	glockwood@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T10000006987
Action Type:	Other
Date:	02/06/2013
Action:	Leak Reported

Global Id:	T10000006987
Action Type:	RESPONSE
Date:	05/21/2015
Action:	Tank Removal Report / UST Sampling Report

Global Id:	T10000006987
Action Type:	Other
Date:	02/06/2013
Action:	Leak Began

Global Id:	T10000006987
Action Type:	ENFORCEMENT
Date:	04/02/2013
Action:	Closure/No Further Action Letter

Global Id:	T10000006987
Action Type:	Other
Date:	02/06/2013
Action:	Leak Discovery

INGLEWOOD CAR WASH (Continued) **U001563843**

LUST:

Global Id:	T10000006987
Status:	Open - Case Begin Date
Status Date:	02/06/2013
Global Id:	T10000006987
Status:	Completed - Case Closed
Status Date:	05/21/2014
Global Id:	T10000006987
Status:	Completed - Case Closed
Status Date:	05/26/2014
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/20/2015
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/20/2015
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/21/2015
Global Id:	T10000006987
Status:	Completed - Case Closed
Status Date:	05/26/2015
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/26/2015

SWEEPS UST:

Status:	Not reported
Comp Number:	9755
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009755-000001
Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	3
Status:	Not reported
Comp Number:	9755
Number:	Not reported
Board Of Equalization:	Not reported

INGLEWOOD CAR WASH (Continued) **U001563843**

Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009755-000002
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 9755
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009755-000003
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
File Number: 00026F8B
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026F8B.pdf
Region: STATE
Facility ID: 00000017471
Facility Type: Other
Other Type: Not reported
Contact Name: JERRY RAWLINS
Telephone: 2136731968
Owner Name: INGLEWOOD CAR WASH
Owner Address: 320 N LA BREA
Owner City,St,Zip: INGLEWOOD, CA 90302
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00003000

INGLEWOOD CAR WASH (Continued) **U001563843**

Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00007000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09755

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 009909-009755
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 00001036T
Permit Status: Removed

AD206 **INGLEWOOD CAR WASH** **LUST** **S105033745**
NW **320 LA BREA AVE N** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302**
0.169 mi.
891 ft. **Site 5 of 5 in cluster AD**

Relative:
Lower

Actual:
131 ft.

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703482
Global Id: T0603703482
Latitude: 33.9677845354553
Longitude: -118.354413757742
Status: Completed - Case Closed
Status Date: 11/21/1996
Case Worker: YR

INGLEWOOD CAR WASH (Continued) **S105033745**

RB Case Number: I-09755
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703482
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703482
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703482
Action Type: Other
Date: 06/06/1991
Action: Leak Stopped

Global Id: T0603703482
Action Type: Other
Date: 04/27/1992
Action: Leak Reported

Global Id: T0603703482
Action Type: Other
Date: 06/06/1991
Action: Leak Discovery

LUST:
Global Id: T0603703482
Status: Open - Case Begin Date
Status Date: 06/06/1991

Global Id: T0603703482
Status: Open - Site Assessment
Status Date: 04/23/1992

Global Id: T0603703482
Status: Open - Remediation
Status Date: 04/30/1996

Global Id: T0603703482

INGLEWOOD CAR WASH (Continued) **S105033745**

Status: Completed - Case Closed
Status Date: 11/21/1996

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-09755	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703482	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/6/1991	
Date Leak First Reported:		4/27/1992
Date Leak Record Entered:	5/26/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	6/6/1991	
Date Case Last Changed on Database:		10/24/1996
Date the Case was Closed:		11/21/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	LEE, JOO BOK	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1150.630146583177678529706090 1
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		4/23/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		4/30/1996
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	INGLEWOOD CAR WASH	
RP Address:	320 N. LA BREA AVE., INGLEWOOD CA 90302	
Program:	LUST	
Lat/Long:	33.9669223 / -1	
Local Agency Staff:	Not reported	

INGLEWOOD CAR WASH (Continued) **S105033745**

Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	INGLEWOOD CAR WASH (CLAIM #1703)

AF207 **INGLEWOOD CITY CS** **SWEEPS UST** **S102055447**
WNW **1 MANCHESTER BOULEVARD** **EMI** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301** **ENF**
0.170 mi. **CIWQS**
895 ft. **Site 2 of 5 in cluster AF**

Relative:
Lower

Actual:
121 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13728
Number:	9
Board Of Equalization:	44-010223
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013728-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	1

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6876
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

ENF:

Region:	4
Facility Id:	632003
Agency Name:	Inglewood City
Place Type:	Utility
Place Subtype:	Collection_System
Facility Type:	Municipal/Domestic
Agency Type:	City Agency

INGLEWOOD CITY CS (Continued) **S102055447**

# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	2
Complexity:	C
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	SSOMUNILRG
Program Category1:	SSO
Program Category2:	SSO
# Of Programs:	1
WDID:	4SSO10395
Reg Measure Id:	301182
Reg Measure Type:	Enrollee
Region:	4
Order #:	2006-0003-DWQ
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	4676
Status:	Active
Status Date:	12/24/2009
Effective Date:	11/21/2006
Expiration/Review Date:	12/31/2009
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y
Individual/General:	I
Fee Code:	58 - Non15 Based on (TTWQ)/CPLX)
Direction/Voice:	Passive
Enforcement Id(EID):	402322

INGLEWOOD CITY CS (Continued) **S102055447**

Region:	4
Order / Resolution Number:	Not reported
Enforcement Action Type:	Notice of Violation
Effective Date:	07/23/2015
Adoption/Issuance Date:	07/23/2015
Achieve Date:	Not reported
Termination Date:	08/21/2015
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV 07/23/2015 for Inglewood City
Description:	Not reported
Program:	SSOMUNISML
Latest Milestone Completion Date:	2015-08-21
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

CIWQS:

Agency:	Inglewood City
Agency Address:	One Manchester Boulevard, Inglewood, CA 90301
Place/Project Type:	Collection_System
SIC/NAICS:	Not reported
Region:	4
Program:	SSOMUNILRG
Regulatory Measure Status:	Active
Regulatory Measure Type:	Enrollee
Order Number:	2006-0003-DWQ
WDID:	4SSO10395
NPDES Number:	Not reported
Adoption Date:	Not reported
Effective Date:	11/21/2006
Termination Date:	Not reported
Expiration/Review Date:	12/31/2009
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	C
TTWQ:	2
Enforcement Actions within 5 years:	1
Violations within 5 years:	9
Latitude:	Not reported
Longitude:	Not reported

AF208 **CITY OF INGLEWOOD-CITY HALL** **UST** **U003777153**
WNW **1 W MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.170 mi.
895 ft. **Site 3 of 5 in cluster AF**

Relative: UST:
Lower
Facility ID: LACoFA0017365
Actual: Permitting Agency: Los Angeles County Fire Department
121 ft. Latitude: 33.96181
Longitude: -118.35522

AF209 **CITY HALL** **HIST UST** **S118408698**
WNW **ONE MANCHESTER BOULEVARD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.170 mi.
895 ft. **Site 4 of 5 in cluster AF**

Relative: HIST UST:
Lower
File Number: 00027031
Actual: URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027031.pdf
121 ft. Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

AF210 **INGLEWOOD HIGH SCHOOL** **RCRA-SQG** **1000282334**
West **231 S GREVILLEA AVE** **ENVIROSTOR** **CAD104286380**
1/8-1/4 **INGLEWOOD, CA 90301** **SCH**
0.173 mi. **FINDS**
916 ft. **Site 5 of 5 in cluster AF** **ECHO**

Relative: RCRA-SQG:
Lower
Date form received by agency: 07/26/2000
Actual: Facility name: INGLEWOOD HIGH SCHOOL
121 ft. Facility address: 231 S GREVILLEA AVE
INGLEWOOD, CA 90301
EPA ID: CAD104286380
Mailing address: 401 S INGLEWOOD AVE
INGLEWOOD, CA 90301
Contact: ROSE MULTARI

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Contact address: 401 S INGLEWOOD AVE
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 310-419-2767
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: INGLEWOOD UNIFIFED SCHOOL DISTRICT
Owner/operator address: 401 S INGLEWOOD AVE
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 310-419-2767
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Historical Generators:
Date form received by agency: 09/01/1996
Site name: INGLEWOOD HIGH SCHOOL
Classification: Small Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 19820102
Status: Inactive - Needs Evaluation
Status Date: 12/24/2007
Site Code: 304386
Site Type: School Investigation
Site Type Detailed: School
Acres: 16
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.96143
Longitude: -118.3561
APN: 4020-025-900, 4020025900
Past Use: FUEL - VEHICLE STORAGE/ REFUELING, SCHOOL - HIGH SCHOOL
Potential COC: TPH-diesel Lead
Confirmed COC: NONE SPECIFIED
Potential Description: SED, SOIL
Alias Name: INGLEWOOD HIGH SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-INGLEWOOD HIGH SCHOOL
Alias Type: Alternate Name
Alias Name: 4020-025-900
Alias Type: APN
Alias Name: 4020025900
Alias Type: APN
Alias Name: 304386
Alias Type: Project Code (Site Code)
Alias Name: 19820102
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/23/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/18/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 12/07/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/11/2007
Comments: PEA conditionally approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19820102
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 16
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Ivy Osornio
Supervisor: Shahir Haddad

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304386
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	12/24/2007
Restricted Use:	NO
Funding:	School District
Latitude:	33.96143
Longitude:	-118.3561
APN:	4020-025-900, 4020025900
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, SCHOOL - HIGH SCHOOL
Potential COC:	TPH-diesel, TPH-diesel, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SED, SOIL
Alias Name:	INGLEWOOD HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-INGLEWOOD HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	4020-025-900
Alias Type:	APN
Alias Name:	4020025900
Alias Type:	APN
Alias Name:	304386
Alias Type:	Project Code (Site Code)
Alias Name:	19820102
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	07/23/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/18/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	12/07/2005
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/26/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/11/2007
Comments: PEA conditionally approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

FINDS:

Registry ID: 110002666927

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000282334
Registry ID: 110002666927
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002666927

---

211 WNW 1/8-1/4 0.179 mi. 945 ft. **CROZIER MIDDLE SCHOOL** **ENVIROSTOR** **S118756591**
151 NORTH GREVILLEA AVE **SCH** **N/A**
INGLEWOOD, CA 90301

Relative: Lower
Actual: 121 ft.

ENVIROSTOR:
Facility ID: 19820101
Status: No Action Required
Status Date: 01/02/2003
Site Code: 304385

CROZIER MIDDLE SCHOOL (Continued) **S118756591**

Site Type: School Investigation
Site Type Detailed: School
Acres: 6.2
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.9638
Longitude: -118.3552
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead TPH-diesel
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: CROZIER MIDDLE SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-CROZIER MIDDLE SCHOOL
Alias Type: Alternate Name
Alias Name: 304385
Alias Type: Project Code (Site Code)
Alias Name: 19820101
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 01/02/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CROZIER MIDDLE SCHOOL (Continued) **S118756591**

Completed Document Type:	Phase 1 Addendum
Completed Date:	07/09/2004
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19820101
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6.2
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304385
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	01/02/2003
Restricted Use:	NO
Funding:	School District
Latitude:	33.9638
Longitude:	-118.3552
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Lead, Lead, TPH-diesel
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	CROZIER MIDDLE SCHOOL
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-CROZIER MIDDLE SCHOOL
Alias Type:	Alternate Name
Alias Name:	304385
Alias Type:	Project Code (Site Code)
Alias Name:	19820101
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/09/2004

CROZIER MIDDLE SCHOOL (Continued) **S118756591**

Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	11/04/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	08/29/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	01/02/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	07/09/2004
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AH212 **THE FORUM** **HIST UST** **S118416066**
East **3900 WEST MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 1 of 4 in cluster AH**

Relative: HIST UST:
Higher

File Number:	000277CD
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000277CD.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported

Actual:
156 ft.

THE FORUM (Continued) **S118416066**

Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AH213 **THE FORUM** **HIST UST** **U001563906**
East **3900 W MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 2 of 4 in cluster AH**

Relative: HIST UST:
Higher

Actual:
156 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000017298
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2134193100
Owner Name:	JERRY BUSS
Owner Address:	3900 WEST MANCHESTER
Owner City,St,Zip:	INGLEWOOD, CA 90306
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	1967
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

AH214 **THE FORUM** **HIST UST** **S118416067**
East **3900 WEST MANCHESTER** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 3 of 4 in cluster AH**

Relative: HIST UST:
Higher

Actual: File Number:	00027130
156 ft. URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027130.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AH215 **THE FORUM** **HIST UST** **U001563907**
East **3900 W MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 4 of 4 in cluster AH**

Relative: HIST UST:
Higher

Actual: File Number:	Not reported
156 ft. URL:	Not reported
Region:	STATE
Facility ID:	00000063662
Facility Type:	Other
Other Type:	RETAIL SALES
Contact Name:	Not reported
Telephone:	2134193119
Owner Name:	DR. JERRY H. BUSS DBA CALIFORN
Owner Address:	3900 WEST MANCHESTER BLVD.
Owner City,St,Zip:	INGLEWOOD, CA 90306
Total Tanks:	0002
Tank Num:	001
Container Num:	3427013
Year Installed:	1973
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

THE FORUM (Continued) **U001563907**

Tank Num:	002
Container Num:	TBA
Year Installed:	1985
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Sensor Instrument

AI216 **QUALITY BUSINESS MACHINES** **RCRA-SQG 1004676182**
West **233 E HILCREST BLVD** **FINDS CAR000081935**
1/8-1/4 **INGLEWOOD, CA 90301** **ECHO**
0.194 mi.
1024 ft. **Site 1 of 2 in cluster AI**

Relative:
Lower

Actual:
134 ft.

RCRA-SQG:

Date form received by agency:	09/07/2000
Facility name:	QUALITY BUSINESS MACHINES
Facility address:	233 E HILCREST BLVD INGLEWOOD, CA 90301
EPA ID:	CAR000081935
Contact:	ALEX ABDENNOUR
Contact address:	233 E HILCREST BLVD INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-330-4733
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HOCHSTEIN STEVE
Owner/operator address:	233 E HILCREST BLVD INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	310-330-4733
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

QUALITY BUSINESS MACHINES (Continued) **1004676182**

Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110012184625

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004676182
Registry ID: 110012184625
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012184625

AJ217 **MAINTENANCE DEPARTMENT** **HIST UST** **1000322165**
NW **416 EDGEWOOD ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.200 mi.
1057 ft. **Site 1 of 2 in cluster AJ**

Relative: **Lower**
Actual: **137 ft.**

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000020880
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	MARK GANIER
Telephone:	2134192500
Owner Name:	INGLEWOOD UNIFIED SCHOOL DISTR
Owner Address:	401 SOUTH INGLEWOOD AVENUE
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	1955
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	1955
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

AJ218 **INGLEWOOD USD MAINTENANCE/TRANSPORTATION FACILITY** **HIST UST** **S113003589**
NW **416 N EDGEWOOD ST** **HAZNET** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302**
0.200 mi.
1057 ft. **Site 2 of 2 in cluster AJ**

Relative: **Lower**
Actual: **137 ft.**

HIST UST:

File Number:	00026F94
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026F94.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported

INGLEWOOD USD MAINTENANCE/TRANSPORTATION FACILITY (Continued) **S113003589**

Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

HAZNET:

envid:	S113003589
Year:	2013
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3106804891
Mailing Name:	Not reported
Mailing Address:	416 NORTH NORTH EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903020000
Gen County:	Los Angeles
TSD EPA ID:	02-IV-99-10
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Solvents Recovery
Tons:	2.5284
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113003589
Year:	2013
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3106804891
Mailing Name:	Not reported
Mailing Address:	416 NORTH NORTH EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903020000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.4587
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113003589
Year:	2013
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3106804891
Mailing Name:	Not reported
Mailing Address:	416 NORTH NORTH EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903020000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019

INGLEWOOD USD MAINTENANCE/TRANSPORTATION FACILITY (Continued) **S113003589**

TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113003589
Year:	2011
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3103304411
Mailing Name:	Not reported
Mailing Address:	416 EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903023415
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Unspecified alkaline solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1351
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113003589
Year:	2011
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3103304411
Mailing Name:	Not reported
Mailing Address:	416 EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903023415
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Unspecified alkaline solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1351
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
127 additional CA_HAZNET: record(s) in the EDR Site Report.

219 NNW 1/8-1/4 0.208 mi. 1097 ft.

SUPREME PLATING
330 E BEACH AVE
INGLEWOOD, CA 90302

RCRA-SQG 1000355795
ENVIROSTOR CAD055509277
FINDS
ECHO

Relative: Lower

Actual: 129 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SUPREME PLATING
Facility address:	330 E BEACH AVE INGLEWOOD, CA 90302
EPA ID:	CAD055509277
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHARLES S VLASKAMP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

SUPREME PLATING (Continued) **1000355795**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/23/1986
Site name: SUPREME PLATING
Classification: Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 71002464
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.96893
Longitude: -118.3508
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD055509277
Alias Type: EPA Identification Number
Alias Name: 110002650346
Alias Type: EPA (FRS #)
Alias Name: 71002464
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported

SUPREME PLATING (Continued) **1000355795**

Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

FINDS:

Registry ID: 110002650346

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000355795
Registry ID: 110002650346
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002650346

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220 NNW 1/8-1/4 0.213 mi. 1123 ft. **LA COUNTY METROPOLITIAN TRANSPORTATION AUTHORITY** **UST** **U004265062**
441 E FLORENCE AVE **N/A**
INGLEWOOD, CA 90301

Relative: Higher
Actual: 157 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96686
Longitude: -118.36317

AK221 **CENTINELA HOSPITAL MEDICAL CTR** **UST** **U003777062**
SSW **555 E HARDY ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.221 mi.
1166 ft. **Site 1 of 2 in cluster AK**

Relative:
Lower

Actual:
99 ft.

UST:
Facility ID: LACoFA0013257
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.95076
Longitude: -118.34828

AK222 **CENTINELA HOSPITAL MEDICAL CENTER** **RCRA-LQG** **1000412831**
SSW **555 E. HARDY STREET** **SWEEPS UST** **CAD052277092**
1/8-1/4 **INGLEWOOD, CA 90301** **HIST UST**
0.221 mi. **EMI**
1166 ft. **Site 2 of 2 in cluster AK** **NPDES**
CIWQS

Relative:
Lower

Actual:
99 ft.

RCRA-LQG:
Date form received by agency: 06/03/2010
Facility name: CENTINELA HOSPITAL MEDICAL CENTER
Facility address: 555 E. HARDY STREET
INGLEWOOD, CA 90301
EPA ID: CAD052277092
Mailing address: E. HARDY STREET
INGLEWOOD, CA 90301
Contact: STAN G HORN
Contact address: E. HARDY STREET
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 910-680-8277
Contact email: SHORN@CENTINELAMED.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: PRIME CENTINELA LLC
Owner/operator address: E. HARDY STREET
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 310-673-4660
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Owner/Op start date: 11/01/2007
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CENTINELA HOSPITAL
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: STAN HORN
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/18/2000
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Used oil transporter: No

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 09/01/1996
Site name: CENTINELA HOSPITAL MED CENTER
Classification: Small Quantity Generator

Date form received by agency: 06/19/1986
Site name: CENTINELA HOSPITAL MED CENTER
Classification: Large Quantity Generator

Violation Status: No violations found

SWEEPS UST:
Status: Active
Comp Number: 12915
Number: 9
Board Of Equalization: 44-009975
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012915-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 3

Status: Active
Comp Number: 12915
Number: 9
Board Of Equalization: 44-009975
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012915-000002
Tank Status: A
Capacity: Not reported

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 12915
Number: 9
Board Of Equalization: 44-009975
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012915-000003
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00026A98
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026A98.pdf
Region: STATE
Facility ID: 00000005207
Facility Type: Other
Other Type: HOSPITAL
Contact Name: T. B. MUCK
Telephone: 2136734660
Owner Name: CENTINELA HOSPITAL MEDICAL CEN
Owner Address: 555 EAST HARDY ST.
Owner City,St,Zip: INGLEWOOD, CA 90307
Total Tanks: 0004

Tank Num: 001
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 3
Year Installed: 1977
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/8
Leak Detection: Visual, Stock Inventor, 10

Tank Num: 003
Container Num: 2

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Year Installed: 1977
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/8
Leak Detection: Visual, Stock Inventor, 10

Tank Num: 004
Container Num: 1
Year Installed: 1958
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/8
Leak Detection: Visual, Stock Inventor, 10

Click here for Geo Tracker PDF:

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 59644
Air District Name: SC
SIC Code: 8060
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1993
County Code: 19
Air Basin: SC
Facility ID: 59644
Air District Name: SC
SIC Code: 8062
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 3
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 59644

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	59644
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	154034
Air District Name:	SC
SIC Code:	8099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.44982162544598298
Reactive Organic Gases Tons/Yr:	0.31018000000000001
Carbon Monoxide Emissions Tons/Yr:	1.66612
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0.012406
Particulate Matter Tons/Yr:	0.14202000000000001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.14197151999999999

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	425184
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C363309

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	03/16/2012
PROCESSED DATE:	03/27/2012
STATUS CODE NAME:	Active
STATUS DATE:	03/27/2012
PLACE SIZE:	2.48
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Marios Ignelis
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	714-872-0699
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	mignelis@primehealthcare.com
OPERATOR NAME:	Centinela Hospital Medical Center LLC
OPERATOR ADDRESS:	555 East Hardy Street
OPERATOR CITY:	Inglewood
OPERATOR STATE:	California
OPERATOR ZIP:	90301
OPERATOR CONTACT NAME:	Marios Ignelis
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	714-872-0699
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	mignelis@primehealthcare.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Centinela Hospital Medical Center LLC
DEVELOPER ADDRESS:	555 East Hardy Street
DEVELOPER CITY:	Inglewood
DEVELOPER STATE:	California
DEVELOPER ZIP:	90301
DEVELOPER CONTACT NAME:	Marios Ignelis
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Y
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Marios Ignelis
CERTIFIER TITLE:	Project Manager
CERTIFICATION DATE:	16-MAR-12
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	425184
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C363309
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/27/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Centinela Hospital Medical Center LLC
Discharge Address:	555 East Hardy Street
Discharge City:	Inglewood
Discharge State:	California
Discharge Zip:	90301
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

CIWQS:

Agency:	Centinela Hospital Medical Center LLC
Agency Address:	555 East Hardy Street, Inglewood, CA 90301
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C363309
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	03/27/2012
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.950764
Longitude:	-118.348279

AL223 **ARCO #9645/ FORMER THRIFTY OIL #251** **LUST** **S104539663**
SSW **4130 CENTURY BLVD W** **HIST CORTESE** **N/A**
1/8-1/4 **INGLEWOOD, CA 90304**
0.221 mi.
1166 ft. **Site 1 of 6 in cluster AL**

Relative:
Lower

Actual:
89 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705482
Global Id:	T0603705482
Latitude:	33.9452908
Longitude:	-118.3470505
Status:	Completed - Case Closed
Status Date:	07/02/2013
Case Worker:	MT
RB Case Number:	R-25030
Local Agency:	LOS ANGELES COUNTY
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603705482
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705482
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

LUST:

Global Id:	T0603705482
Action Type:	Other
Date:	02/18/1998
Action:	Leak Reported

Global Id:	T0603705482
Action Type:	ENFORCEMENT
Date:	07/02/2013
Action:	Closure/No Further Action Letter

Global Id:	T0603705482
Action Type:	REMEDIATION
Date:	06/01/1998
Action:	Excavation

ARCO #9645/ FORMER THRIFTY OIL #251 (Continued) **S104539663**

Global Id: T0603705482
Action Type: Other
Date: 12/29/1997
Action: Leak Discovery

Global Id: T0603705482
Action Type: RESPONSE
Date: 06/26/2000
Action: Other Report / Document

Global Id: T0603705482
Action Type: ENFORCEMENT
Date: 05/24/2000
Action: Staff Letter

Global Id: T0603705482
Action Type: ENFORCEMENT
Date: 04/22/2013
Action: Notification - Preclosure

Global Id: T0603705482
Action Type: RESPONSE
Date: 04/28/2011
Action: Clean Up Fund - 5-Year Review Summary

LUST:
Global Id: T0603705482
Status: Open - Case Begin Date
Status Date: 12/29/1997

Global Id: T0603705482
Status: Open - Site Assessment
Status Date: 12/29/1997

Global Id: T0603705482
Status: Open - Referred
Status Date: 05/11/2000

Global Id: T0603705482
Status: Open - Site Assessment
Status Date: 05/24/2000

Global Id: T0603705482
Status: Open - Eligible for Closure
Status Date: 01/18/2013

Global Id: T0603705482
Status: Completed - Case Closed
Status Date: 07/02/2013

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-25030

ARCO #9645/ FORMER THRIFTY OIL #251 (Continued) **S104539663**

Status:	Preliminary site assessment underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		OT
Global ID:	T0603705482	
W Global ID:	Not reported	
Staff:	CEC	
Local Agency:	19000	
Cross Street:	FREEMAN	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/29/1997	
Date Leak First Reported:		2/18/1998
Date Leak Record Entered:	4/30/1998	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		6/26/2000
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4448.5012377334293492732046504
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		12/29/1997
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		67
Significant Interim Remedial Action Taken:		No
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	THRIFTY OIL CO.	
RP Address:	13539 E. FOSTER RD., SANTA FE SPRINGS CA 90670	
Program:	LUST	
Lat/Long:	33.9452908 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	ALSO CASE R-09957	

HIST CORTESE:

Region:	CORTESE

ARCO #9645/ FORMER THRIFTY OIL #251 (Continued) **S104539663**

Facility County Code: 19
Reg By: LTNKA
Reg Id: R-25030

AL224 **THRIFTY OIL CO #251** **SWEEPS UST** **S101586412**
SSW **4130 W CENTURY BLVD** **CA FID UST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301** **HAZNET**
0.227 mi. **LOS ANGELES CO. HMS**
1196 ft. **Site 2 of 6 in cluster AL**

Relative: **Lower**

Actual: **89 ft.**

SWEEPS UST:
Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 1
SWRCB Tank Id: 19-000-009957-000001
Tank Status: A
Capacity: 12000
Active Date: 09-19-90
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 5

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 2
SWRCB Tank Id: 19-000-009957-000002
Tank Status: A
Capacity: 12000
Active Date: 09-19-90
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 3
SWRCB Tank Id: 19-000-009957-000003
Tank Status: A
Capacity: 12000
Active Date: 09-19-90
Tank Use: M.V. FUEL

THRIFTY OIL CO #251 (Continued) **S101586412**

STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 4
SWRCB Tank Id: 19-000-009957-000004
Tank Status: A
Capacity: 15000
Active Date: 09-19-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009957-000005
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19049219
Regulated By: UTNKA
Regulated ID: 00006387
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134197157
Mail To: Not reported
Mailing Address: 10000 LAKEWOOD BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD 90301
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

THRIFTY OIL CO #251 (Continued) **S101586412**

HAZNET:

envid:	S101586412
Year:	2016
GEPAID:	CAL000373909
Contact:	JAMES BECK
Telephone:	5624956814
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.09
Cat Decode:	Other organic solids
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S101586412
Year:	2016
GEPAID:	CAL000373909
Contact:	JAMES BECK
Telephone:	5624956814
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.9744
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	S101586412
Year:	2015
GEPAID:	CAL000373909
Contact:	ROSIE RANGEL
Telephone:	2106266564
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.0725
Cat Decode:	Not reported

THRIFTY OIL CO #251 (Continued) **S101586412**

Method Decode: Not reported
Facility County: Los Angeles

envid: S101586412
Year: 2015
GEPAID: CAL000373909
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY
Mailing City,St,Zip: SAN ANTONIO, TX 782590000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.168
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S101586412
Year: 2014
GEPAID: CAL000373909
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY
Mailing City,St,Zip: SAN ANTONIO, TX 782590000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010092-009957
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 00001336T
Permit Status: Closed

Region: LA
Permit Category: T
Facility Id: 010092-037167

THRIFTY OIL CO #251 (Continued) **S101586412**

Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000337688
Permit Status: Closed

AL225 **ARCO FACILITY NO 09645** **RCRA-SQG 1004677760**
SSW **4130 W CENTURY BLVD** **FINDS CAR000101253**
1/8-1/4 **INGLEWOOD, CA 90304** **ECHO**
0.227 mi.
1196 ft. **Site 3 of 6 in cluster AL**

Relative: **Lower**

Actual: **89 ft.**

RCRA-SQG:
Date form received by agency: 07/10/2002
Facility name: ARCO FACILITY NO 09645
Facility address: 4130 W CENTURY BLVD
INGLEWOOD, CA 90302
EPA ID: CAR000101253
Mailing address: P O BOX 6038
ARTESIA, CA 90702-6038
Contact: JACK OMAN
Contact address: P O BOX 6038
ARTESIA, CA 90702-6038
Contact country: US
Contact telephone: 714-690-2425
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: B P W COAST PRODUCTS L L C
Owner/operator address: P O BOX 6038
ARTESIA, CA 90702
Owner/operator country: Not reported
Owner/operator telephone: 714-690-2425
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

ARCO FACILITY NO 09645 (Continued) **1004677760**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D000
. Waste name: Not Defined

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110055872890

Environmental Interest/Information System
STATE MASTER

Registry ID: 110012199030

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004677760
Registry ID: 110012199030
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012199030

AL226
SSW
1/8-1/4
0.227 mi.
1196 ft.

ARCO STN 251
4130 W CENTURY BLVD
INGLEWOOD, CA 90304

Site 4 of 6 in cluster AL

HIST UST **U001563878**
N/A

Relative:
Lower

Actual:
89 ft.

HIST UST:

File Number:	00028D1A
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028D1A.pdf
Region:	STATE
Facility ID:	00000006387
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2139239876
Owner Name:	THRIFTY OIL CO.
Owner Address:	10000 LAKEWOOD BLVD.
Owner City,St,Zip:	DOWNEY, CA 90240
Total Tanks:	0006
Tank Num:	001
Container Num:	251-1
Year Installed:	Not reported
Tank Capacity:	00008136
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	251-2
Year Installed:	1981
Tank Capacity:	00015000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	.267
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	251-5
Year Installed:	Not reported
Tank Capacity:	00010068
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	251-7
Year Installed:	Not reported
Tank Capacity:	00006259
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	251-10
Year Installed:	Not reported

ARCO STN 251 (Continued) **U001563878**

Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor

Tank Num:	006
Container Num:	251-11
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

AL227 **ARCO PRODUCTS #09645** **UST** **U003938168**
SSW **4130 W CENTURY BLVD** **LOS ANGELES CO. HMS** **N/A**
1/8-1/4 **INGLEWOOD, CA 90304**
0.227 mi.
1196 ft. **Site 5 of 6 in cluster AL**

Relative:
Lower

Actual:
89 ft.

UST:

Facility ID:	LACoFA0007104
Permitting Agency:	Los Angeles County Fire Department
Latitude:	33.94518
Longitude:	-118.34798

Facility ID:	25030
Permitting Agency:	LOS ANGELES COUNTY
Latitude:	33.946526
Longitude:	-118.346634

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	010092-025030
Facility Type:	0
Facility Status:	Closed
Area:	2E
Permit Number:	000205310
Permit Status:	Closed

AI228 **ZIONS FIRST NATIONAL BANK** **RCRA-SQG** **1000132967**
WSW **425 S MARKET ST** **FINDS** **CAD981579808**
1/8-1/4 **INGLEWOOD, CA 90301** **ECHO**
0.229 mi. **HAZNET**
1208 ft. **Site 2 of 2 in cluster AI**

Relative:
Lower

Actual:
133 ft.

RCRA-SQG:

Date form received by agency:	10/06/2011
Facility name:	ZIONS FIRST NATIONAL BANK
Facility address:	425 S MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD981579808

ZIONS FIRST NATIONAL BANK (Continued) **1000132967**

Mailing address:	3135 N FAIRFIELD RD LAYTON, UT 94041
Contact:	JULIUS HANNEGAN
Contact address:	2213 MEYERS AVE ESCONDIDO, CA 92029
Contact country:	US
Contact telephone:	760-489-5600
Telephone ext.:	610
Contact email:	JHANNEGAN@ADVANCEDCHEMICAL.NET
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ZIONS FIRST NATIONAL BANK
Owner/operator address:	1 S MAIN ST SALT LAKE CITY, CA 84111
Owner/operator country:	US
Owner/operator telephone:	801-844-7392
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/26/2011
Owner/Op end date:	Not reported

Owner/operator name:	ZACHERY NELSON
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	08/26/2011
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

ZIONS FIRST NATIONAL BANK (Continued) **1000132967**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 291
. Waste name: Latex waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D002
. Waste name: CORROSIVE WASTE

Historical Generators:
Date form received by agency: 11/17/1986
Site name: MAZDA SVC
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002721966

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000132967
Registry ID: 110002721966
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002721966

HAZNET:
envid: 1000132967

ZIONS FIRST NATIONAL BANK (Continued) **1000132967**

Year:	2011
GEPAID:	CAD981579808
Contact:	JULIUS HANNEGAN
Telephone:	6194956480
Mailing Name:	Not reported
Mailing Address:	3135 N FAIRFIELD RD
Mailing City,St,Zip:	LAYTON, UT 840418832
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.133
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000132967
Year:	2011
GEPAID:	CAD981579808
Contact:	JULIUS HANNEGAN
Telephone:	6194956480
Mailing Name:	Not reported
Mailing Address:	3135 N FAIRFIELD RD
Mailing City,St,Zip:	LAYTON, UT 840418832
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.005
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000132967
Year:	2011
GEPAID:	CAD981579808
Contact:	JULIUS HANNEGAN
Telephone:	6194956480
Mailing Name:	Not reported
Mailing Address:	3135 N FAIRFIELD RD
Mailing City,St,Zip:	LAYTON, UT 840418832
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.84
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

229
SW
1/8-1/4
0.234 mi.
1233 ft.

MOBIL #11-GJ4
1007 LA BREA
INGLEWOOD, CA 90302

HIST CORTESE **S104406584**
N/A

Relative:
Lower

Actual:
132 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09385

AL230
SSW
1/8-1/4
0.234 mi.
1236 ft.

UNOCAL SS # 6370
4160 W CENTURY BLVD
INGLEWOOD, CA

Site 6 of 6 in cluster AL

SWEEPS UST **S106933539**
N/A

Relative:
Lower

Actual:
90 ft.

SWEEPS UST:

Status:	Active
Comp Number:	14356
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

231
SSE
1/8-1/4
0.236 mi.
1246 ft.

COATINGS COMPOSITES
10105 DOTY AVE
INGLEWOOD, CA 90303

RCRA-SQG **1000413436**
FINDS **CAD982407611**
ECHO
HAZNET

Relative:
Lower

Actual:
91 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	COATINGS COMPOSITES
Facility address:	10105 DOTY AVE INGLEWOOD, CA 90303
EPA ID:	CAD982407611
Mailing address:	DOTY AVE INGLEWOOD, CA 90303
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator

COATINGS COMPOSITES (Continued) **1000413436**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CENTURY COMMERCE DEV
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	09/01/1996
Site name:	COATINGS COMPOSITES
Classification:	Large Quantity Generator

Violation Status: No violations found

COATINGS COMPOSITES (Continued) **1000413436**

FINDS:

Registry ID: 110002805769

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000413436
Registry ID:	110002805769
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002805769

HAZNET:

envid:	1000413436
Year:	1993
GEPAID:	CAD982407611
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10105 DOTY AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903030000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Not reported
Tons:	8.09999999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000413436
Year:	1993
GEPAID:	CAD982407611
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10105 DOTY AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903030000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Transfer Station
Tons:	1.27170000000
Cat Decode:	Not reported
Method Decode:	Not reported

COATINGS COMPOSITES (Continued) **1000413436**

Facility County: Los Angeles

envid: 1000413436
Year: 1993
GEPAID: CAD982407611
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10105 DOTY AVE
Mailing City,St,Zip: INGLEWOOD, CA 903030000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: 0.4587
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000413436
Year: 1993
GEPAID: CAD982407611
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10105 DOTY AVE
Mailing City,St,Zip: INGLEWOOD, CA 903030000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 10.025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000413436
Year: 1993
GEPAID: CAD982407611
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10105 DOTY AVE
Mailing City,St,Zip: INGLEWOOD, CA 903030000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.45000000000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

COATINGS COMPOSITES (Continued) **1000413436**

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

AM232 **WHALEN ELEMENTARY SCHOOL EXPANSION** **ENVIROSTOR** **S105954520**
South **104TH STREET/105TH STREET** **SCH** **N/A**
1/4-1/2 **LENNOX, CA 90304**
0.251 mi.
1326 ft. **Site 1 of 2 in cluster AM**

Relative:
Lower

Actual:
84 ft.

ENVIROSTOR:

Facility ID:	19880081
Status:	No Further Action
Status Date:	12/27/2006
Site Code:	304379
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6.42
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Shahir Haddad
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9418
Longitude:	-118.3446
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO No Contaminants found
Potential Description:	SOIL
Alias Name:	LENNOX SD-WHALEN ELEM EXPANSION
Alias Type:	Alternate Name
Alias Name:	WHALEN ELEMENTARY SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	304379
Alias Type:	Project Code (Site Code)
Alias Name:	19880081
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	12/27/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/27/2002
Comments:	Not reported

WHALEN ELEMENTARY SCHOOL EXPANSION (Continued) **S105954520**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/13/2005
Comments:	Fieldwork

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	12/27/2006
Comments:	Phase I Addendum approved 12/27/2006. No Further Action required.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	03/15/2004
Comments:	Approved.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19880081
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6.42
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Shahir Haddad
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304379
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	12/27/2006
Restricted Use:	NO
Funding:	School District
Latitude:	33.9418
Longitude:	-118.3446
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO, No Contaminants found
Potential Description:	SOIL

WHALEN ELEMENTARY SCHOOL EXPANSION (Continued) **S105954520**

Alias Name: LENNOX SD-WHALEN ELEM EXPANSION
Alias Type: Alternate Name
Alias Name: WHALEN ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: 304379
Alias Type: Project Code (Site Code)
Alias Name: 19880081
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/27/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/13/2005
Comments: Fieldwork

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 12/27/2006
Comments: Phase I Addendum approved 12/27/2006. No Further Action required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 03/15/2004
Comments: Approved.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AN233 **CITY SERVICE CENTER** **SWF/LF** **U001563789**
NW **222 W BEACH AVE** **HIST UST** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.255 mi.
1346 ft. **Site 1 of 2 in cluster AN**

Relative:
Lower

Actual:
109 ft.

LOS ANGELES CO. LF:

Site ID:	1787
Alt. Address:	N/A
Site Contact:	Not reported
Site Contact Phone:	(310) 412-5333
Site Email:	Robinwilson@cityofinglewood.org
Site Website:	N/A
Site Type:	Transfer and Processing Facility
Site SWIS Number:	19-AA-0067
Beginning Operation Date:	N/A
Ending Operation Date:	N/A
Local Enforcement Agency:	County Of Los Angeles Department of Public Health
Maximun Depth Fill(Ft):	N/A
Permitted Capacity:	100
Present Use:	Transfer/Processing Facility
Remaining Capacity(Million):	N/A
Status:	Active
Waste Accepted:	Green Materials;Household Trash;
Hours of Operation:	Monday - Thursday 7:30 am - 5pm
Disposal Area (Acre):	N/A

Detail As Of 01/2014:

Operator Name:	City of Inglewood
Operator Address:	1 Manchester Boulevard
Operator City/State/Zip:	Inglewood, CA 90302
Operator Contact:	Peggy Vigneau
Operator Telephone:	(310) 412-5278
Operator Email:	awilliams@cityofinglewood.org
Owner Name:	City of Inglewood
Owner Address:	One Manchester Boulevard
Owner City/State/Zip:	Inglewood, CA 90301
Owner Contact:	Not reported
Owner Telephone:	(310) 412-5510
Owner Email:	Not reported

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000029237
Facility Type:	Other
Other Type:	CITY SERVICE CENTER
Contact Name:	WILLIAM K. WEYANT
Telephone:	2134125333
Owner Name:	CITY OF INGLEWOOD
Owner Address:	ONE MANCHESTER BOULEVARD
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0009
Tank Num:	001
Container Num:	CSC #1
Year Installed:	1972
Tank Capacity:	00010000

CITY SERVICE CENTER (Continued) **U001563789**

Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	STEEL
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	CSC #2
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	CSC #3
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Not reported
Tank Num:	004
Container Num:	CSC #4
Year Installed:	1973
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	CSC #5
Year Installed:	1973
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	006
Container Num:	CSC #6
Year Installed:	1973
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	007
Container Num:	CSC #7
Year Installed:	1973
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported

CITY SERVICE CENTER (Continued) **U001563789**

Leak Detection: None

Tank Num: 008
Container Num: CSC #9
Year Installed: 1976
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 009
Container Num: CSC #8
Year Installed: 1972
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

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234 **SS #23552** **LUST** **S102437989**
NW **435 LA BREA AVE N** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.266 mi.
1405 ft.

Relative: **Lower**

Actual: **124 ft.**

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704902
Global Id: T0603704902
Latitude: 33.968127
Longitude: -118.3550617
Status: Completed - Case Closed
Status Date: 09/23/1993
Case Worker: JOA
RB Case Number: R-10073
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

LUST:
Global Id: T0603704902
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704902
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)

SS #23552 (Continued) **S102437989**

Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704902
Action Type: Other
Date: 09/23/1993
Action: Leak Reported

LUST:
Global Id: T0603704902
Status: Completed - Case Closed
Status Date: 09/23/1993

Global Id: T0603704902
Status: Open - Case Begin Date
Status Date: 09/23/1993

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-10073
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704902
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: IVY AVE
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 9/23/1993
Date Leak Record Entered: 4/17/1996
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 9/23/1993
Date the Case was Closed: 9/23/1993
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: SOUTHLAND CORP
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1613.22528790673638898649999911
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported

SS #23552 (Continued) **S102437989**

Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	THE SOUTHLAND CORP
RP Address:	P.O. BOX 2245 BREA CA 92622-2245
Program:	LUST
Lat/Long:	33.9680763 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-10073

235
NW
1/4-1/2
0.271 mi.
1430 ft.

BUFFINGTON MOTORS **LUST** **U002283062**
440 MARKET ST N **HIST CORTESE** **N/A**
INGLEWOOD, CA 90302

Relative:
Lower

Actual:
151 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703485
Global Id:	T0603703485
Latitude:	33.9694206
Longitude:	-118.3541883
Status:	Completed - Case Closed
Status Date:	02/06/1995
Case Worker:	JOA
RB Case Number:	I-09766
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603703485
Contact Type:	Local Agency Caseworker

BUFFINGTON MOTORS (Continued) **U002283062**

Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703485
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703485
Action Type: Other
Date: 10/06/1989
Action: Leak Discovery

Global Id: T0603703485
Action Type: Other
Date: 10/06/1989
Action: Leak Stopped

Global Id: T0603703485
Action Type: Other
Date: 04/27/1992
Action: Leak Reported

LUST:
Global Id: T0603703485
Status: Open - Case Begin Date
Status Date: 10/06/1989

Global Id: T0603703485
Status: Open - Site Assessment
Status Date: 10/06/1989

Global Id: T0603703485
Status: Completed - Case Closed
Status Date: 02/06/1995

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09766
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil

BUFFINGTON MOTORS (Continued) **U002283062**

Abatement Method Used at the Site: Not reported
Global ID: T0603703485
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Informal Enforcement Actions,including Notices of Violations and Staff Enforcement Letters
Date Leak Discovered: 10/6/1989
Date Leak First Reported: 4/27/1992
Date Leak Record Entered: 5/26/1992
Date Confirmation Began: Not reported
Date Leak Stopped: 10/6/1989
Date Case Last Changed on Database: 2/6/1995
Date the Case was Closed: 2/6/1995
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1457.729567160146036220950 6764
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 10/6/1989
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 1/1/1965
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: BUFFINGTON MOTORS
RP Address: 225 S. BENTLEY AVE., LOS ANGELES, 90049
Program: LUST
Lat/Long: 33.9690553 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09766

AM236 **ROCKVIEW DAIRY FACILITY** **LUST** **S104916190**
South **10411 PRAIRIE AVE** **HIST CORTESE** **N/A**
1/4-1/2 **LENNOX, CA 90304**
0.273 mi.
1441 ft. **Site 2 of 2 in cluster AM**

Relative:
Lower

Actual:
83 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603702797
Global Id:	T0603702797
Latitude:	33.9416609
Longitude:	-118.3440013
Status:	Completed - Case Closed
Status Date:	04/25/1997
Case Worker:	YR
RB Case Number:	I-01721
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603702797
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603702797
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603702797
Action Type:	Other
Date:	11/10/1993
Action:	Leak Stopped

Global Id:	T0603702797
Action Type:	Other
Date:	09/27/1994
Action:	Leak Reported

Global Id:	T0603702797
Action Type:	Other
Date:	11/10/1993
Action:	Leak Discovery

ROCKVIEW DAIRY FACILITY (Continued) **S104916190**

LUST:
Global Id: T0603702797
Status: Open - Case Begin Date
Status Date: 11/10/1993

Global Id: T0603702797
Status: Open - Site Assessment
Status Date: 11/10/1993

Global Id: T0603702797
Status: Open - Site Assessment
Status Date: 12/10/1993

Global Id: T0603702797
Status: Open - Remediation
Status Date: 08/24/1995

Global Id: T0603702797
Status: Open - Site Assessment
Status Date: 11/29/1995

Global Id: T0603702797
Status: Completed - Case Closed
Status Date: 04/25/1997

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-01721
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603702797
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: 104TH ST & 105TH ST
Enforcement Type: Not reported
Date Leak Discovered: 11/10/1993
Date Leak First Reported: 9/27/1994
Date Leak Record Entered: 8/29/1995
Date Confirmation Began: 11/10/1993
Date Leak Stopped: 11/10/1993
Date Case Last Changed on Database: 11/16/1995
Date the Case was Closed: 4/25/1997
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Other Source
Operator: Not reported
Water System: Not reported

ROCKVIEW DAIRY FACILITY (Continued) **S104916190**

Well Name:	Not reported
Approx. Dist To Production Well (ft):	3535.900164255435962557336849 1
Source of Cleanup Funding:	Other Source
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	12/10/1993
Pollution Characterization Began:	11/29/1995
Remediation Plan Submitted:	8/24/1995
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	KURD, RAJAI
RP Address:	2907 CASSIA ST., NEWPORT BEACH, CA 92660
Program:	LUST
Lat/Long:	33.9416609 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	MOST INFO FROM LTR OF COMMITTMENT FOR CLEANUP BY USTCF CLAIM#009347. LOP RBASE FILE REPORTS CONTAMINATION: 2,500 PPM TPH(G) & BTEX 0.36/34/23/20 PPM REGIONAL GW DEPTH 30 FT BGS.2 TANKS REMOVED. GW @ 110 FT... (SEE CLOSURE

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-01721

AN237 **CITY OF INGLEWOOD MAINT. YARD** **SWF/LF** **S102360642**
NW **222 BEACH AVE W** **LUST** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301** **HIST CORTESE**
0.277 mi.
1462 ft. **Site 2 of 2 in cluster AN**

Relative: **Lower**
Actual: **107 ft.**

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-0067
Lat/Long:	33.96729 / -118.35612
Owner Name:	City Of Inglewood
Owner Telephone:	2134125510
Owner Address:	Not reported
Owner Address2:	222 W. Beach Avenue
Owner City,St,Zip:	Inglewood, CA 90302
Operational Status:	Active
Operator:	City Of Inglewood
Operator Phone:	2134125510

CITY OF INGLEWOOD MAINT. YARD (Continued) **S102360642**

Operator Address: Not reported
Operator Address2: 222 W. Beach Avenue
Operator City,St,Zip: Inglewood, CA 90302
Permit Date: 01/11/2011
Permit Status: Permitted
Permitted Acreage: $8.00
Activity: Medium Volume Transfer/Proc Fac
Regulation Status: Permitted
Landuse Name: Industrial,Commercial
GIS Source: Map
Category: Transfer/Processing
Unit Number: 01
Inspection Frequency: Monthly
Accepted Waste: Green Materials,Mixed municipal
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: Not reported
SWIS Num: 19-AA-0067
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: 100
Actual Throughput with Units: Tons/day
Permitted Capacity with Units: 26000
Remaining Capacity: Not reported
Remaining Capacity with Units: Tons/year
Lat/Long: 33.96729 / -118.35612

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704094
Global Id: T0603704094
Latitude: 33.9675678
Longitude: -118.356519
Status: Completed - Case Closed
Status Date: 05/06/1997
Case Worker: YR
RB Case Number: I-13733
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603704094
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704094
Contact Type: Regional Board Caseworker

CITY OF INGLEWOOD MAINT. YARD (Continued) **S102360642**

Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704094
Action Type: Other
Date: 12/21/1987
Action: Leak Discovery

Global Id: T0603704094
Action Type: Other
Date: 12/21/1987
Action: Leak Stopped

Global Id: T0603704094
Action Type: Other
Date: 01/20/1988
Action: Leak Reported

LUST:
Global Id: T0603704094
Status: Open - Case Begin Date
Status Date: 12/21/1987

Global Id: T0603704094
Status: Open - Site Assessment
Status Date: 01/20/1988

Global Id: T0603704094
Status: Completed - Case Closed
Status Date: 05/06/1997

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-13733
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704094
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: 12/21/1987
Date Leak First Reported: 1/20/1988

CITY OF INGLEWOOD MAINT. YARD (Continued) **S102360642**

Date Leak Record Entered: 2/26/1988
Date Confirmation Began: Not reported
Date Leak Stopped: 12/21/1987
Date Case Last Changed on Database: 6/19/1997
Date the Case was Closed: 5/6/1997
How Leak Discovered: Tank Test
How Leak Stopped: Not reported
Cause of Leak: Overfill
Leak Source: Not reported
Operator: CITY OF INGLEWOOD
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1403.203739685606989121859964 8
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 1/20/1988
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CITY OF INGLEWOOD
RP Address: ONE MANCHESTER BLVD, INGLEWOOD CA 90301-1750
Program: LUST
Lat/Long: 33.9674343 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: TANK TESTS VERIFIED THAT THE PRODUCT SPILLAGE OCCURED UPON OVERFILLING THE TANKS (FILLING TANK TO THE TOP OF FILL TUBE). STEPS HAVE BEEN TAKEN TO ASSURE TANKS WILL NOT BE OVERFILLED.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-13733

AO238 **CENTINELA HOSPITAL MED. CTR.** **LUST** **S102056646**
WSW **622 LA BREA AVE N** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.354 mi.
1869 ft. **Site 1 of 2 in cluster AO**

Relative:
Lower

Actual:
131 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705172
Global Id:	T0603705172
Latitude:	33.9563106
Longitude:	-118.3520238
Status:	Completed - Case Closed
Status Date:	03/13/2001
Case Worker:	JOA
RB Case Number:	R-12954
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603705172
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705172
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603705172
Action Type:	Other
Date:	06/24/1996
Action:	Leak Reported

Global Id:	T0603705172
Action Type:	Other
Date:	05/30/1996
Action:	Leak Discovery

Global Id:	T0603705172
Action Type:	Other
Date:	09/27/1995
Action:	Leak Stopped

CENTINELA HOSPITAL MED. CTR. (Continued) **S102056646**

LUST:
Global Id: T0603705172
Status: Open - Case Begin Date
Status Date: 09/27/1995

Global Id: T0603705172
Status: Open - Site Assessment
Status Date: 05/30/1996

Global Id: T0603705172
Status: Open - Remediation
Status Date: 04/23/1998

Global Id: T0603705172
Status: Completed - Case Closed
Status Date: 03/13/2001

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-12954
Status: Preliminary site assessment workplan submitted
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: VE
Global ID: T0603705172
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: MANCHESTER AVE
Enforcement Type: Not reported
Date Leak Discovered: 5/30/1996
Date Leak First Reported: 6/24/1996
Date Leak Record Entered: 9/19/1996
Date Confirmation Began: Not reported
Date Leak Stopped: 9/27/1995
Date Case Last Changed on Database: 6/24/1996
Date the Case was Closed: Not reported
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: TUCKMAN, ERIC
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 3823.772929336260710735106251
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: 5/30/1996
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported

CENTINELA HOSPITAL MED. CTR. (Continued) **S102056646**

Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CENTINELA HOSPITAL MED. CTR.
RP Address: 555 E. HARDY ST., INGLEWOOD CA 90307
Program: LUST
Lat/Long: 33.9563106 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-12954

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239 North 1/4-1/2 0.364 mi. 1921 ft.

Relative: Higher

Actual: 164 ft.

HAWTHORNE DANIEL FREEMAN
333 N PRAIRIE AVE
INGLEWOOD, CA 90301

LUST 1000249172
UST CAD982483620
SWEEPS UST
HIST UST
RCRA NonGen / NLR
FINDS
ECHO
EMI
HIST CORTESE
LOS ANGELES CO. HMS
LA Co. Site Mitigation

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000148
Global Id: T10000000148
Latitude: 33.9664745
Longitude: -118.3441847
Status: Completed - Case Closed
Status Date: 10/30/2008
Case Worker: NR
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: 011577-011626
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

LUST:
Global Id: T10000000148
Contact Type: Local Agency Caseworker
Contact Name: NIKOLAUS REPPUHN
Organization Name: LOS ANGELES COUNTY
Address: 900 SOUTH FREEMONT AVE.
City: ALHAMBRA
Email: nreppuhn@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T10000000148
Action Type: Other
Date: 03/08/1998
Action: Leak Reported

Global Id: T10000000148
Action Type: Other
Date: 03/08/1998
Action: Leak Discovery

Global Id: T10000000148
Action Type: Other
Date: 03/08/1998
Action: Leak Stopped

Global Id: T10000000148
Action Type: ENFORCEMENT
Date: 09/25/2008
Action: Closure/No Further Action Letter - #C584844

LUST:
Global Id: T10000000148
Status: Open - Case Begin Date
Status Date: 03/08/1998

Global Id: T10000000148
Status: Open - Site Assessment
Status Date: 08/04/2008

Global Id: T10000000148
Status: Completed - Case Closed
Status Date: 10/30/2008

Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000147
Global Id: T10000000147
Latitude: 33.9664745
Longitude: -118.3441847
Status: Completed - Case Closed
Status Date: 12/03/2008
Case Worker: NR
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

File Location: Not reported
Local Case Number: 011577-045548
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

LUST:
Global Id: T10000000147
Contact Type: Local Agency Caseworker
Contact Name: NIKOLAUS REPPUHN
Organization Name: LOS ANGELES COUNTY
Address: 900 SOUTH FREEMONT AVE.
City: ALHAMBRA
Email: nreppuhn@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T10000000147
Action Type: Other
Date: 04/25/2008
Action: Leak Reported

Global Id: T10000000147
Action Type: ENFORCEMENT
Date: 11/20/2008
Action: Closure/No Further Action Letter - #C589779

Global Id: T10000000147
Action Type: Other
Date: 04/25/2008
Action: Leak Stopped

Global Id: T10000000147
Action Type: Other
Date: 04/25/2008
Action: Leak Discovery

LUST:
Global Id: T10000000147
Status: Open - Case Begin Date
Status Date: 04/25/2008

Global Id: T10000000147
Status: Open - Site Assessment
Status Date: 08/04/2008

Global Id: T10000000147
Status: Completed - Case Closed
Status Date: 12/03/2008

Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705057
Global Id: T0603705057
Latitude: 33.967107
Longitude: -118.345649

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Status:	Completed - Case Closed
Status Date:	03/24/1998
Case Worker:	EAR
RB Case Number:	R-11626
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0603705057
Contact Type:	Local Agency Caseworker
Contact Name:	ELIZABETH RALSTON
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0603705057
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603705057
Action Type:	Other
Date:	09/28/1995
Action:	Leak Reported

Global Id:	T0603705057
Action Type:	Other
Date:	09/20/1995
Action:	Leak Discovery

Global Id:	T0603705057
Action Type:	Other
Date:	09/22/1995
Action:	Leak Stopped

LUST:

Global Id:	T0603705057
Status:	Open - Case Begin Date
Status Date:	09/20/1995

Global Id:	T0603705057
Status:	Open - Site Assessment
Status Date:	09/28/1995

Global Id:	T0603705057
Status:	Completed - Case Closed

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Status Date: 03/24/1998

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-11626	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705057	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	GRACE	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/20/1995	
Date Leak First Reported:		9/28/1995
Date Leak Record Entered:	11/27/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	9/22/1995	
Date Case Last Changed on Database:		3/24/1998
Date the Case was Closed:		3/24/1998
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Structure Failure	
Leak Source:	Piping	
Operator:	OLD CASE #112795-03	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1759.2503939409352210592872946
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		9/28/1995
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	DANIEL FREEMAN HOSPITAL	
RP Address:	333 N. PRAIRIE AVE., INGLEWOOD, CA 90301	
Program:	LUST	
Lat/Long:	33.9664745 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CLOSURE APPLICATION #172521

UST:
Facility ID: 11626
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96851
Longitude: -118.34438

SWEEPS UST:
Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 4

Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000002
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000003

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000004
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00027512
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027512.pdf
Region: STATE
Facility ID: 00000041191
Facility Type: Gas Station
Other Type: DIESEL FUEL FOR BOIL
Contact Name: DON WRIGHT, DIRECTOR OF ENG.
Telephone: 2136747050
Owner Name: DANIEL FREEMAN HOSPITAL
Owner Address: 333 NORTH PRAIRIE AVE.
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0004

Tank Num: 001
Container Num: TANK #1
Year Installed: 1977
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 001
Container Num: TANK #1
Year Installed: 1977
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Tank Num:	002
Container Num:	TANK #2
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	002
Container Num:	TANK #2
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	003
Container Num:	TANK #3
Year Installed:	1979
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	003
Container Num:	TANK #3
Year Installed:	1979
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	004
Container Num:	TANK #4
Year Installed:	1979
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	004
Container Num:	TANK #4
Year Installed:	1979
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Click here for Geo Tracker PDF:

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

RCRA NonGen / NLR:
Date form received by agency: 11/18/2009
Facility name: HAWTHORNE DANIEL FREEMAN
Facility address: 333 N PRAIRIE AVE
INGLEWOOD, CA 90301
EPA ID: CAD982483620
Mailing address: 10202 W WASHINGTON BLVD
CULVER CITY, CA 90232-3195
Contact: CAROL REYNOLDS
Contact address: 10202 W WASHINGTON BLVD
CULVER CITY, CA 90232-3195
Contact country: US
Contact telephone: 310-244-8866
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CFHS HOLDINGS INC
Owner/operator address: 4650 LINCOLN BLVD
MARINA DEL REY, CA 90292
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 11/17/2004
Owner/Op end date: Not reported

Owner/operator name: SONY PICTURES ENTERTAINMENT
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 03/01/2009
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 04/02/2009
Site name: HAWTHORNE DANIEL FREEMAN
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 01/23/2009
Site name: TIME HEALS DANIEL FREEMAN
Classification: Not a generator, verified

Date form received by agency: 11/03/2008
Site name: TIME HEALS DANIEL FREEMAN
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/27/2004
Site name: DANIEL FREEMAN HOSPITAL
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Date form received by agency: 03/14/2002
Site name: DANIEL FREEMAN MEMORIAL HOSPITAL
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D009
. Waste name: MERCURY

Violation Status: No violations found

FINDS:

Registry ID: 110002826513

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000249172
Registry ID:	110002826513
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002826513

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8060
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-11626

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 011577-011626
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 00003184T
Permit Status: Permit

Region: LA
Permit Category: T
Facility Id: 011577-036928
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000330825
Permit Status: Closed

Region: LA
Permit Category: T
Facility Id: 011577-045548
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 000454738
Permit Status: Removed

LA Co. Site Mitigation:
Facility ID: Not reported
Status: ACTIVE
Site ID: SD0000722
Jurisdiction: Not reported
Case ID: RO0001720
Abated: Not reported
Assigned To: Not reported
Entered Date: Not reported
Abated Date: Not reported

---

240 SSW 1/4-1/2 0.365 mi. 1925 ft. **RAMAR INDUSTRIES** **LUST** **S106916169**
426 EAST 99TH STREET **N/A**
INGLEWOOD, CA 90301

Relative: Lower
Actual: 94 ft.

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603722166
Global Id: T0603722166

RAMAR INDUSTRIES (Continued) **S106916169**

Latitude:	33.946274
Longitude:	-118.349982
Status:	Completed - Case Closed
Status Date:	03/31/2004
Case Worker:	TS
RB Case Number:	Not reported
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	14167-14688
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603722166
Contact Type:	Local Agency Caseworker
Contact Name:	ROB SIAGIAN
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	6264583513

Global Id:	T0603722166
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603722166
Action Type:	Other
Date:	01/19/1989
Action:	Leak Discovery

Global Id:	T0603722166
Action Type:	Other
Date:	01/19/1989
Action:	Leak Reported

LUST:

Global Id:	T0603722166
Status:	Open - Case Begin Date
Status Date:	01/19/1989

Global Id:	T0603722166
Status:	Open - Site Assessment
Status Date:	03/04/2004

Global Id:	T0603722166
Status:	Completed - Case Closed
Status Date:	03/31/2004

AO241 **AIRLINE COACH SERVICE** **LUST** **S103996428**
WSW **636 SOUTH LA BREA AVENUE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90045**
0.374 mi.
1976 ft. **Site 2 of 2 in cluster AO**

Relative:
Lower

Actual:
130 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603720647
Global Id:	T0603720647
Latitude:	33.956131
Longitude:	-118.352176
Status:	Completed - Case Closed
Status Date:	07/19/2006
Case Worker:	SS
RB Case Number:	Not reported
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	9915-9761
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0603720647
Contact Type:	Local Agency Caseworker
Contact Name:	SAM STEVENS
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	6264583507

Global Id:	T0603720647
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603720647
Action Type:	ENFORCEMENT
Date:	07/19/2006
Action:	Closure/No Further Action Letter

Global Id:	T0603720647
Action Type:	Other
Date:	08/02/2002
Action:	Leak Reported

Global Id:	T0603720647
Action Type:	Other
Date:	07/11/2002
Action:	Leak Discovery

AIRLINE COACH SERVICE (Continued) **S103996428**

LUST:
Global Id: T0603720647
Status: Open - Case Begin Date
Status Date: 07/11/2002

Global Id: T0603720647
Status: Open - Site Assessment
Status Date: 05/16/2005

Global Id: T0603720647
Status: Completed - Case Closed
Status Date: 07/19/2006

AP242 **CAL NATIONAL GUARD ARMORY** **LUST S100869493**
NW **111 GROSVENOR ST** **SWEEPS UST N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.384 mi.
2027 ft. **Site 1 of 2 in cluster AP**

Relative: **Lower**
Actual: **119 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-10101	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703574	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	BEACH AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		3/7/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/31/1997
Date the Case was Closed:		10/21/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1292.24623410151197756942433 41
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		5/11/1989
Remediation Plan Submitted:		Not reported

CAL NATIONAL GUARD ARMORY (Continued) **S100869493**

Remedial Action Underway: 12/1/1992
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: OFFICE OF THE STATE ARCHITECT
RP Address: 400 P STREET, 5TH FLOOR, SACRAMENTO CA 95814
Program: LUST
Lat/Long: 33.9698852 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 03/31/97 - WELL ABANDONMENT REPORT

SWEEPS UST:
Status: Active
Comp Number: 10101
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

AP243 **OMS #9** **RCRA-SQG** **1000100297**
NW **111 GROSVENOR ST** **LUST** **CAD981369119**
1/4-1/2 **INGLEWOOD, CA 90302** **FINDS**
0.384 mi. **ECHO**
2027 ft. **Site 2 of 2 in cluster AP** **HIST CORTESE**

Relative:
Lower

Actual:
119 ft.

RCRA-SQG:
Date form received by agency: 05/07/1990
Facility name: OMS #9
Site name: CALIF ARMY NATIONAL GUARD (OMS #9)
Facility address: 111 GROSVENOR ST
INGLEWOOD, CA 90302-2996
EPA ID: CAD981369119
Contact: JOSE A MARTINEZ
Contact address: Not reported
Not reported

OMS #9 (Continued) **1000100297**

Contact country:	US
Contact telephone:	213-677-2727
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CALIFORNIA ARMY NATL GUARD
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	Yes
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

OMS #9 (Continued) **1000100297**

Historical Generators:
Date form received by agency: 01/23/1986
Site name: OMS #9
Classification: Small Quantity Generator

Violation Status: No violations found

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703574
Global Id: T0603703574
Latitude: 33.9698713
Longitude: -118.3567119
Status: Completed - Case Closed
Status Date: 10/21/1996
Case Worker: YR
RB Case Number: I-10101
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703574
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703574
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703574
Action Type: Other
Date: 03/07/1989
Action: Leak Reported

LUST:
Global Id: T0603703574
Status: Open - Case Begin Date
Status Date: 03/07/1989

Global Id: T0603703574
Status: Open - Site Assessment

OMS #9 (Continued) **1000100297**

Status Date: 05/11/1989

Global Id: T0603703574
Status: Open - Remediation
Status Date: 12/01/1992

Global Id: T0603703574
Status: Completed - Case Closed
Status Date: 10/21/1996

FINDS:

Registry ID: 110002683034

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000100297
Registry ID: 110002683034
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002683034

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-10101

244
SSE
1/4-1/2
0.393 mi.
2074 ft.

BIEBER FLOURESCENT LIGHT PRODUCTS **SEMS-ARCHIVE** **1003878842**
3666 W 102ND ST **CAD981371453**
INGLEWOOD, CA 90302

Relative:
Lower

Actual:
93 ft.

SEMS Archive:
Site ID: 902290
EPA ID: CAD981371453
Cong District: 28
FIPS Code: 6037
FF: N
NPL: Not on the NPL

BIEBER FLOURESCENT LIGHT PRODUCTS (Continued) **1003878842**

Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	9
Site ID:	902290
EPA ID:	CAD981371453
Site Name:	BIEBER FLOURESCENT LIGHT PRODUCTS
NPL:	N
FF:	N
OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1986-05-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	9
Site ID:	902290
EPA ID:	CAD981371453
Site Name:	BIEBER FLOURESCENT LIGHT PRODUCTS
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1986-02-01 00:00:00
Finish Date:	1986-02-01 00:00:00
Qual:	Not reported
Current Action Lead:	St Perf

Region:	9
Site ID:	902290
EPA ID:	CAD981371453
Site Name:	BIEBER FLOURESCENT LIGHT PRODUCTS
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1985-12-01 00:00:00
Finish Date:	1986-05-01 00:00:00
Qual:	N
Current Action Lead:	St Perf

AQ245 **FAITHFUL CENTRAL BAPTIST CHURCH** **CPS-SLIC** **S106387149**
WNW **321 EUCALYPTUS** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.420 mi.
2218 ft. **Site 1 of 2 in cluster AQ**

Relative:
Lower

Actual:
117 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	01/29/2015
Global Id:	SLT4L8581885
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.966263
Longitude:	-118.35835
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0858A
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Inactive
SLIC:	0858A
Substance:	TPH
Staff:	Jenny Au

AR246 **CHEVRON #9-3829** **LUST** **S101703784**
West **303 MANCHESTER BLVD W** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.431 mi.
2277 ft. **Site 1 of 2 in cluster AR**

Relative:
Lower

Actual:
114 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703496
Global Id:	T0603703496
Latitude:	33.961894
Longitude:	-118.359913
Status:	Completed - Case Closed
Status Date:	07/16/1992
Case Worker:	JOA
RB Case Number:	I-09864
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0603703496
Contact Type:	Local Agency Caseworker

CHEVRON #9-3829 (Continued) **S101703784**

Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703496
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703496
Action Type: Other
Date: 10/12/1987
Action: Leak Reported

Global Id: T0603703496
Action Type: Other
Date: 10/10/1987
Action: Leak Discovery

LUST:
Global Id: T0603703496
Status: Open - Case Begin Date
Status Date: 10/10/1987

Global Id: T0603703496
Status: Open - Site Assessment
Status Date: 10/12/1987

Global Id: T0603703496
Status: Completed - Case Closed
Status Date: 07/16/1992

Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603716248
Global Id: T0603716248
Latitude: 33.961966
Longitude: -118.359858
Status: Completed - Case Closed
Status Date: 07/24/2006
Case Worker: JH
RB Case Number: I-09864A
Local Agency: LOS ANGELES COUNTY
File Location: Regional Board
Local Case Number: CLUP# 434174
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline, Benzene, MTBE / TBA / Other Fuel Oxygenates

CHEVRON #9-3829 (Continued) **S101703784**

Site History: Not reported

LUST:
Global Id: T0603716248
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603716248
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T0603716248
Action Type: RESPONSE
Date: 08/31/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 05/05/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 05/10/2006
Action: Notification - Preclosure

Global Id: T0603716248
Action Type: Other
Date: 11/08/2004
Action: Leak Reported

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 03/29/2005
Action: Staff Letter

Global Id: T0603716248
Action Type: RESPONSE
Date: 01/15/2006
Action: Preliminary Site Assessment Report

Global Id: T0603716248
Action Type: RESPONSE
Date: 04/29/2005
Action: Other Report / Document

CHEVRON #9-3829 (Continued) **S101703784**

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 07/24/2006
Action: Closure/No Further Action Letter

Global Id: T0603716248
Action Type: Other
Date: 03/18/2004
Action: Leak Discovery

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 10/04/2005
Action: Staff Letter

Global Id: T0603716248
Action Type: REMEDIATION
Date: 03/18/2004
Action: Not reported

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 07/25/2005
Action: Staff Letter

LUST:
Global Id: T0603716248
Status: Open - Case Begin Date
Status Date: 03/18/2004

Global Id: T0603716248
Status: Open - Site Assessment
Status Date: 12/20/2004

Global Id: T0603716248
Status: Open - Site Assessment
Status Date: 10/04/2005

Global Id: T0603716248
Status: Open - Site Assessment
Status Date: 04/05/2006

Global Id: T0603716248
Status: Completed - Case Closed
Status Date: 07/24/2006

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09864
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported

CHEVRON #9-3829 (Continued) **S101703784**

Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703496	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	EUCALYPTUS	
Enforcement Type:	Not reported	
Date Leak Discovered:	10/10/1987	
Date Leak First Reported:		10/12/1987
Date Leak Record Entered:	11/5/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/16/1992
Date the Case was Closed:		7/16/1992
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	YI KYONG HUN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2581.2352534769050780052529035
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/12/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHEVRON USA	
RP Address:	PO BOX 2833, LA HABRA, CA 90632-2833	
Program:	LUST	
Lat/Long:	33.9618863 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09864

CHEVRON #9-3829 (Continued) **S101703784**

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010007-009864
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 00001193T
Permit Status: Removed

AQ247 **TRINITY BUILDING - EAST PARKING LOT** **CPS-SLIC** **S106485979**
WNW **301 WEST FLORENCE AVE.** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.436 mi.
2300 ft. **Site 2 of 2 in cluster AQ**

Relative:
Lower

Actual:
116 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	01/29/2015
Global Id:	SLT4L8571884
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.96596
Longitude:	-118.35111
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0858B
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

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248 **INGLEWOOD TOYOTA** **RCRA-SQG** **1000282336**
SW **700 S LA BREA AVE** **LUST** **CAD981635915**
1/4-1/2 **INGLEWOOD, CA 90301** **SWEEPS UST**
0.467 mi. **HIST UST**
2468 ft. **CA FID UST**
FINDS

Relative:
Lower

ECHO
HIST CORTESE

Actual:
125 ft.

RCRA-SQG:

Date form received by agency:	02/09/1987
Facility name:	INGLEWOOD TOYOTA
Facility address:	700 S LA BREA AVE INGLEWOOD, CA 90301
EPA ID:	CAD981635915
Mailing address:	S LA BREA AVE INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	700 S LA BREA AVE INGLEWOOD, CA 90301

INGLEWOOD TOYOTA (Continued) **1000282336**

Contact country:	US
Contact telephone:	213-673-2280
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TONY SCHWARTZ
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

INGLEWOOD TOYOTA (Continued) **1000282336**

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703490
Global Id: T0603703490
Latitude: 33.9713418
Longitude: -118.3574464
Status: Completed - Case Closed
Status Date: 06/30/1993
Case Worker: JOA
RB Case Number: I-09806
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703490
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703490
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703490
Action Type: Other
Date: 02/25/1992
Action: Leak Reported

Global Id: T0603703490
Action Type: Other
Date: 10/30/1991
Action: Leak Discovery

LUST:
Global Id: T0603703490
Status: Open - Case Begin Date
Status Date: 10/30/1991

Global Id: T0603703490
Status: Open - Site Assessment
Status Date: 02/25/1992

INGLEWOOD TOYOTA (Continued) **1000282336**

Global Id: T0603703490
Status: Open - Site Assessment
Status Date: 07/09/1992

Global Id: T0603703490
Status: Completed - Case Closed
Status Date: 06/30/1993

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09806
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603703490
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: TAMARACK AVE.
Enforcement Type: Not reported
Date Leak Discovered: 10/30/1991
Date Leak First Reported: 2/25/1992
Date Leak Record Entered: 3/31/1992
Date Confirmation Began: 2/25/1992
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/30/1993
Date the Case was Closed: 6/30/1993
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Tank
Operator: SCHWARTZ, DAN
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4351.47981057923506133899410 45
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: 7/9/1992
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

INGLEWOOD TOYOTA (Continued) **1000282336**

Responsible Party: TOYOTA OF INGLEWOOD
RP Address: 10511 SUNNINGDALE DR., RANCHO MIRAGE, 92270
Program: LUST
Lat/Long: 33.9548606 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

SWEEPS UST:
Status: Active
Comp Number: 9806
Number: 9
Board Of Equalization: 44-008595
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009806-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

HIST UST:
File Number: 00026F92
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026F92.pdf
Region: STATE
Facility ID: 00000041686
Facility Type: Other
Other Type: CAR DEALERSHIP
Contact Name: NICK NEUMEYER
Telephone: 2136732280
Owner Name: INGLEWOOD TOYOTA INC.
Owner Address: 700 S. LA BREA AVE.
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0002

Tank Num: 001
Container Num: A-2
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: 12
Leak Detection: Visual, None

Tank Num: 002
Container Num: A-1
Year Installed: 1980

INGLEWOOD TOYOTA (Continued) **1000282336**

Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 3/16
Leak Detection: Stock Inventor, None

Click here for Geo Tracker PDF:

CA FID UST:
Facility ID: 19003459
Regulated By: UTNKA
Regulated ID: 00041686
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 700 S LA BREA AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

FINDS:

Registry ID: 110002732936

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000282336
Registry ID: 110002732936
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002732936

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09806

249
SW
1/4-1/2
0.474 mi.
2501 ft.

ALLRIGHT SELF STORAGE
808 LA BREA AVE
INGLEWOOD, CA 90301

LUST
SWEEPS UST
HIST CORTESE

S102056935
N/A

Relative:
Lower

Actual:
121 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705217
Global Id:	T0603705217
Latitude:	33.9538806
Longitude:	-118.3522617
Status:	Completed - Case Closed
Status Date:	03/28/2002
Case Worker:	RVJ
RB Case Number:	R-14062
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603705217
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705217
Contact Type:	Regional Board Caseworker
Contact Name:	RAGHA VENDER JOSHI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

LUST:

Global Id:	T0603705217
Action Type:	Other
Date:	04/16/1998
Action:	Leak Reported

Global Id:	T0603705217
Action Type:	Other
Date:	04/16/1998
Action:	Leak Discovery

Global Id:	T0603705217
Action Type:	ENFORCEMENT
Date:	03/28/2002
Action:	Closure/No Further Action Letter

ALLRIGHT SELF STORAGE (Continued) **S102056935**

LUST:

Global Id:	T0603705217
Status:	Open - Case Begin Date
Status Date:	03/01/1998
Global Id:	T0603705217
Status:	Open - Site Assessment
Status Date:	03/01/1998
Global Id:	T0603705217
Status:	Open - Site Assessment
Status Date:	09/30/1998
Global Id:	T0603705217
Status:	Completed - Case Closed
Status Date:	03/28/2002

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-14062	
Status:	Case Closed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705217	
W Global ID:	Not reported	
Staff:	RVJ	
Local Agency:	19000	
Cross Street:	ARBOR VITAE	
Enforcement Type:	CLOS	
Date Leak Discovered:	4/16/1998	
Date Leak First Reported:		4/16/1998
Date Leak Record Entered:	5/15/1998	
Date Confirmation Began:	3/1/1998	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/5/2001
Date the Case was Closed:		3/28/2002
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4579.011609377840086316672759 5
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		9/30/1998
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported

ALLRIGHT SELF STORAGE (Continued) **S102056935**

Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: 1.6
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: J. ANTHONY KOUBA
RP Address: 1445 5TH ST.
Program: LUST
Lat/Long: 33.9538806 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: NO REPORTS SUBMITTED WITH URF-DPW DENIED REQUEST TO BACKFILL03/11/98 - SUBSURFACE INVESTIGATION 02/26/99 - WP FOR SUBSURFACE INVEST., SOIL SAMPL & INSTALLAT

SWEEPS UST:
Status: Active
Comp Number: 14062
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-14062

AS250 **TRINITY BUILDING - WEST PARKING LOT** **CPS-SLIC** **S106387151**
WNW **401 FLORENCE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.474 mi.
2502 ft. **Site 1 of 2 in cluster AS**

Relative: **Lower**
Actual: **116 ft.**

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0858C
Substance:	TPH
Staff:	Jenny Au

AS251 **TRINITY BUILDING - WEST PARKING LOT** **CPS-SLIC** **S106485859**
WNW **401 W. FLORENCE AVE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.474 mi.
2502 ft. **Site 2 of 2 in cluster AS**

Relative: **Lower**
Actual: **116 ft.**

CPS-SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/08/1998
Global Id:	SLT43644642
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.96762
Longitude:	-118.349439
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0858C
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

AT252 **LINCOLN DISCOUNT TIRE** **LUST** **S105032802**
SW **868 S LA BREA AVE** **SWEEPS UST** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.476 mi.
2512 ft. **Site 1 of 2 in cluster AT**

Relative: **Lower**
Actual: **118 ft.**

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704171
Global Id:	T0603704171
Latitude:	33.974069
Longitude:	-118.357595
Status:	Completed - Case Closed
Status Date:	12/22/1992
Case Worker:	JOA
RB Case Number:	I-14446
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported

LINCOLN DISCOUNT TIRE (Continued) **S105032802**

Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

LUST:
Global Id: T0603704171
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704171
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704171
Action Type: Other
Date: 01/10/1990
Action: Leak Reported

LUST:
Global Id: T0603704171
Status: Open - Case Begin Date
Status Date: 01/10/1990

Global Id: T0603704171
Status: Open - Verification Monitoring
Status Date: 01/10/1990

Global Id: T0603704171
Status: Completed - Case Closed
Status Date: 12/22/1992

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-14446
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704171

LINCOLN DISCOUNT TIRE (Continued) **S105032802**

W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: 222
Date Leak Discovered: Not reported
Date Leak First Reported: 1/10/1990
Date Leak Record Entered: 1/22/1990
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 12/22/1992
Date the Case was Closed: 12/22/1992
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: NALBANBIAN, STEVE
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4450.558678552649634303493 3677
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: 1/10/1990
Enforcement Action Date: 1/1/1965
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: LINCOLN DISCOUNT TIRE
RP Address: SAME AS ABOVE
Program: LUST
Lat/Long: 33.9529786 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

SWEEPS UST:
Status: Active
Comp Number: 14446
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported

LINCOLN DISCOUNT TIRE (Continued) **S105032802**

SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 013972-014446
Facility Type: Not reported
Facility Status: Removed
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

AT253 **LINCOLN DISCOUNT TIRE** **HIST UST** **U001563815**
SW **868 LA BREA** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.476 mi.
2512 ft. **Site 2 of 2 in cluster AT**

Relative:
Lower

Actual:
118 ft.

HIST UST:
File Number: 000280F6
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000280F6.pdf
Region: STATE
Facility ID: 00000005136
Facility Type: Gas Station
Other Type: TIRE STORE
Contact Name: S. MALBANDIAN
Telephone: 2136729700
Owner Name: MR. S. MALBANDIAN, OWNER
Owner Address: 868 S. LA BREA
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0005

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

LINCOLN DISCOUNT TIRE (Continued) **U001563815**

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	005
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-14446

254
SSW
1/4-1/2
0.479 mi.
2530 ft.

MILLER 1994 FAMILY TRUST **LUST** **S119777457**
1140 LA BREA AVE S **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
99 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000010158
Global Id:	T10000010158
Latitude:	33.94762
Longitude:	-118.35225
Status:	Open - Assessment & Interim Remedial Action
Status Date:	07/07/2017
Case Worker:	CET
RB Case Number:	R-09698
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Gasoline

MILLER 1994 FAMILY TRUST (Continued) **S119777457**

Site History: Not reported

LUST:
Global Id: T10000010158
Contact Type: Regional Board Caseworker
Contact Name: CHANDRA TYLER
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: cetyler@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T10000010158
Action Type: Other
Date: 02/16/2017
Action: Leak Reported

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 04/18/2017
Action: Health and Safety Code Section 25296.10(c)

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 01/17/2018
Action: Health and Safety Code Section 25296.10(c)

Global Id: T10000010158
Action Type: RESPONSE
Date: 10/15/2017
Action: Soil and Water Investigation Report

Global Id: T10000010158
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T10000010158
Action Type: RESPONSE
Date: 02/01/2018
Action: Request for Closure

Global Id: T10000010158
Action Type: RESPONSE
Date: 07/15/2017
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 02/16/2017
Action: Referral to Regional Board

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 07/07/2017
Action: Health and Safety Code Section 25296.10(c)

MILLER 1994 FAMILY TRUST (Continued) **S119777457**

Global Id: T10000010158
Action Type: RESPONSE
Date: 10/15/2017
Action: Soil Vapor Intrusion Investigation Report

Global Id: T10000010158
Action Type: RESPONSE
Date: 03/23/2017
Action: Other Report / Document

Global Id: T10000010158
Action Type: Other
Date: 02/16/2017
Action: Leak Began

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 02/23/2017
Action: Staff Letter

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 01/18/2018
Action: Notice of Violation

Global Id: T10000010158
Action Type: RESPONSE
Date: 10/15/2017
Action: Pilot Study/ Treatability Report

Global Id: T10000010158
Action Type: RESPONSE
Date: 07/15/2017
Action: Interim Remedial Action Plan - Regulator Responded

Global Id: T10000010158
Action Type: Other
Date: 02/16/2017
Action: Leak Discovery

LUST:
Global Id: T10000010158
Status: Open - Case Begin Date
Status Date: 02/16/2017

Global Id: T10000010158
Status: Open - Case Begin Date
Status Date: 02/16/2017

Global Id: T10000010158
Status: Open - Site Assessment
Status Date: 02/23/2017

Global Id: T10000010158
Status: Open - Assessment & Interim Remedial Action
Status Date: 07/07/2017

255
NW
1/4-1/2
0.482 mi.
2547 ft.

RG SIMMONS ESTATE
400 W. BEACH BLVD.
INGLEWOOD, CA

SWF/LF **S103340236**
N/A

Relative:
Lower

Actual:
111 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-5215
Lat/Long:	33.9692 / -118.3595
Owner Name:	City Of Inglewood
Owner Telephone:	2134125510
Owner Address:	Not reported
Owner Address2:	222 W. Beach Avenue
Owner City,St,Zip:	Inglewood, CA 90302
Operational Status:	Closed
Operator:	Mobile Oil Co
Operator Phone:	8056653600
Operator Address:	Not reported
Operator Address2:	Po Box 9989
Operator City,St,Zip:	Bakersfield, CA 93389
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	$0.00
Activity:	Solid Waste Disposal Site
Regulation Status:	To Be Determined
Landuse Name:	Residential,Park,Commercial
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Not reported
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	$0.00
SWIS Num:	19-AA-5215
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	0
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	0
Remaining Capacity:	0
Remaining Capacity with Units:	Not reported
Lat/Long:	33.9692 / -118.3595

AR256
West
1/4-1/2
0.484 mi.
2558 ft.

7-11 #24142
345 MANCHESTER BLVD W
INGLEWOOD, CA 90305

Site 2 of 2 in cluster AR

LUST **S102423501**
HIST CORTESE **N/A**

Relative:
Lower

Actual:
113 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703567
Global Id:	T0603703567
Latitude:	33.961944
Longitude:	-118.361449
Status:	Completed - Case Closed
Status Date:	07/23/1996

7-11 #24142 (Continued) **S102423501**

Case Worker: YR
RB Case Number: I-10074
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703567
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703567
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703567
Action Type: Other
Date: 05/13/1992
Action: Leak Stopped

Global Id: T0603703567
Action Type: Other
Date: 06/26/1992
Action: Leak Reported

Global Id: T0603703567
Action Type: Other
Date: 05/13/1992
Action: Leak Discovery

LUST:
Global Id: T0603703567
Status: Open - Case Begin Date
Status Date: 05/13/1992

Global Id: T0603703567
Status: Open - Site Assessment
Status Date: 06/26/1992

Global Id: T0603703567
Status: Completed - Case Closed
Status Date: 07/23/1996

7-11 #24142 (Continued) **S102423501**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-10074	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703567	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	INGLEWOOD	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/13/1992	
Date Leak First Reported:		6/26/1992
Date Leak Record Entered:	7/1/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	5/13/1992	
Date Case Last Changed on Database:		8/28/1996
Date the Case was Closed:		7/23/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	SOUTHLAND CORP	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2557.391014350149940135442133 5
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		6/26/1992
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SOUTHLAND CORP	
RP Address:	19033 W VALLEY HIGHWAY, SUITE D-104	
Program:	LUST	
Lat/Long:	33.9618793 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

7-11 #24142 (Continued) **S102423501**

Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-10074

257
West
1/4-1/2
0.495 mi.
2612 ft.

HUDNALL ELEMENTARY SCHOOL EXPANSION **ENVIROSTOR** **S106153037**
308-318 W. MANCHESTER BOULEVARD **SCH** **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
112 ft.

ENVIROSTOR:
Facility ID: 19550029
Status: Certified
Status Date: 07/17/2008
Site Code: 304422
Site Type: School Cleanup
Site Type Detailed: School
Acres: 1.17
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.96144
Longitude: -118.3607
APN: 4020-009-007, 4020-009-008, 4020-009-018, 4020-009-17, 4020-009-900, 4020009900
Past Use: RETAIL, RETAIL - VEHICLES
Potential COC: Chlordane Lead TPH-gas TPH-MOTOR OIL
Confirmed COC: Chlordane Lead 30025-NO 3002502-NO
Potential Description: SOIL, SV, IA
Alias Name: HUDNALL ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HUDNALL ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: 4020-009-007
Alias Type: APN
Alias Name: 4020-009-008
Alias Type: APN
Alias Name: 4020-009-018
Alias Type: APN
Alias Name: 4020-009-17
Alias Type: APN

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Alias Name: 4020-009-900
Alias Type: APN
Alias Name: 4020009900
Alias Type: APN
Alias Name: 110033614970
Alias Type: EPA (FRS #)
Alias Name: 304422
Alias Type: Project Code (Site Code)
Alias Name: 19550029
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/28/2007
Comments: DTSC filed Notice of Exemption pursuant to California Environmental Quality act

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/14/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2008
Comments: DTSC prepared project Close out Cost Recovery Unit Memorandum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 04/26/2007
Comments: Signed Agreement sent (FedEx) to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/15/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Completed Date: 09/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/13/2006
Comments: DTSC conditionally approves the PEA WP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/06/2007
Comments: DTSC determined that "Further action" is required to address elevated detections of chlordane and lead in surface soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/29/2007
Comments: SSI conditionally approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/15/2007
Comments: Further action required for chlordane and lead

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 04/09/2007
Comments: DTSC approved 4.14

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/01/2007
Comments: RAW approved for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 08/27/2007
Comments: DTSC accepted fact sheet for publication

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/10/2008
Comments: DTSC approved the Removal Action Completion Report with a No Further Action determination

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19550029
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.17
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304422
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Certified
Status Date:	07/17/2008
Restricted Use:	NO
Funding:	School District
Latitude:	33.96144
Longitude:	-118.3607
APN:	4020-009-007, 4020-009-008, 4020-009-018, 4020-009-17, 4020-009-900, 4020009900
Past Use:	RETAIL, RETAIL - VEHICLES
Potential COC:	Chlordane, Lead, TPH-gas, TPH-MOTOR OIL
Confirmed COC:	Chlordane, Lead, 30025-NO, 3002502-NO
Potential Description:	SOIL, SV, IA
Alias Name:	HUDNALL ELEMENTARY SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-HUDNALL ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	4020-009-007
Alias Type:	APN
Alias Name:	4020-009-008
Alias Type:	APN
Alias Name:	4020-009-018
Alias Type:	APN
Alias Name:	4020-009-17
Alias Type:	APN
Alias Name:	4020-009-900
Alias Type:	APN
Alias Name:	4020009900
Alias Type:	APN
Alias Name:	110033614970
Alias Type:	EPA (FRS #)
Alias Name:	304422

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Alias Type: Project Code (Site Code)
Alias Name: 19550029
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/28/2007
Comments: DTSC filed Notice of Exemption pursuant to California Environmental Quality act

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/14/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2008
Comments: DTSC prepared project Close out Cost Recovery Unit Memorandum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 04/26/2007
Comments: Signed Agreement sent (FedEx) to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/15/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 09/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/13/2006

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Comments:	DTSC conditionally approves the PEA WP
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/06/2007
Comments:	DTSC determined that "Further action" is required to address elevated detections of chlordane and lead in surface soil.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Workplan
Completed Date:	03/29/2007
Comments:	SSI conditionally approved
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	05/15/2007
Comments:	Further action required for chlordane and lead
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	04/09/2007
Comments:	DTSC approved 4.14
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	10/01/2007
Comments:	RAW approved for implementation
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fact Sheets
Completed Date:	08/27/2007
Comments:	DTSC accepted fact sheet for publication
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	07/10/2008
Comments:	DTSC approved the Removal Action Completion Report with a No Further Action determination
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AU258 **SO CAL GAS/INGLEWOOD MGP** **EDR MGP** **1008407690**
North **700 WARREN LANE** **N/A**
1/2-1 **INGLEWOOD, CA 90302**
0.518 mi.
2737 ft. **Site 1 of 2 in cluster AU**

Relative: Manufactured Gas Plants:
Lower

Actual: A 1.4 acre former, early 1900's, manufactured gas plant site that was
135 ft. dismantled in 1913. The site is currently part of an 18 acre city-owned park. A PEA identified some contamination (lampblack PAH's) in the subsurface soils. A removal action was coompleted in February of 1995 and this section of the public park returned to use.

AU259 **SO CAL GAS/INGLEWOOD MGP** **ENVIROSTOR** **S101480993**
North **700 WARREN LANE** **VCP** **N/A**
1/2-1 **INGLEWOOD, CA 90302** **CHMIRS**
0.518 mi.
2737 ft. **Site 2 of 2 in cluster AU**

Relative: ENVIROSTOR:
Lower

Actual:
135 ft.

Facility ID:	19490226
Status:	Certified
Status Date:	03/02/1995
Site Code:	300313
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.4
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Hamid Saebfar
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	30
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	33.97078
Longitude:	-118.3471
APN:	4015-015-900, 4015015900
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	* ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS * OTHER ORGANIC SOLIDS * CONTAMINATED SOIL * UNSPECIFIED SLUDGE WASTE * POLYMERIC RESIN WASTE * UNSPECIFIED ORGANIC LIQUID MIXTURE * SULFUR SLUDGE Arsenic Lead Cyanide (free
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	CENTINELA PARK (1.4 ACRE PARCEL OF)
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MFG GAS PLANT/SO CAL GAS CO
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD TOWNE GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS INGLEWOOD MFG GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Alias Name: SOUTHERN CALIFORNIA GAS - INGLEWOOD MPG
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: 4015-015-900
Alias Type: APN
Alias Name: 4015015900
Alias Type: APN
Alias Name: 110033615657
Alias Type: EPA (FRS #)
Alias Name: 300313
Alias Type: Project Code (Site Code)
Alias Name: 19490226
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/02/1995
Comments: The remediation was accomplished by the excavation of 5,824 tons of soil contaminated from former MGP operations. Sampling verified the achievement of cleanup goals. Clean soil was imported, backfilled, compacted and resodded. Excavated soil was recycled by thermal treatment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 08/12/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/19/1993
Comments: The Department of Toxic Substances (Department) entered into a Removal Action Consent Order with the Southern California Gas Company for the Inglewood Manufactured Gas Plant site, also know as "Centinela Park". The Order provides $40,000 advance payment to the Depart- ment for oversite costs.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/02/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Remedial or Removal Design
Completed Date: 08/30/1994
Comments: The Department reviewed and approved the Removal Action Implementation and Design (RAID) Plan and Responsiveness Summary for the Inglewood MGP site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/08/1992
Comments: The Department completed review of the PEA on July 8, 1992. The Department concurred with the recommendation that Further Action was needed at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/07/1992
Comments: The 1.4 acre of total 58 acre park was used by the Gas Co. for the production of "manufactured gas" in the early 1900s. Currently the site is used as a city owned rec- reational park. The manufactured gas was made at the site from coal and oil. The byproducts from this operation were tars, oils, sludges, lampblack etc, which were sold to various industrial uses. Some of these byproduct residues have been found in soils at former towne gas plant sites. Out of these polycyclic aromatic hydrocarbons (PAH) are hazardous. Also, elevated levels of heavy metals such as lead and arsenic were found at a few sites. A PEA is required at the site to determine, if any emergency removal action is required to reduce the potential threat to public health and the environment. The Dept received a Notice of Intent dated March 20, 1992 to initiate PEA.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 19490226
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.4
National Priorities List: NO
Cleanup Oversight Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Lead Agency Description: Not reported
Project Manager: Not reported
Supervisor: Hamid Saebfar
Division Branch: Cleanup Chatsworth
Site Code: 300313
Assembly: 62
Senate: 30
Special Programs Code: Voluntary Cleanup Program
Status: Certified
Status Date: 03/02/1995
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 33.97078 / -118.3471
APN: 4015-015-900, 4015015900

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Past Use:	MANUFACTURED GAS PLANT
Potential COC:	10062, 10064, 10097, 10197, 20015, 20017, 20027, 30001, 30013, 30160
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	CENTINELA PARK (1.4 ACRE PARCEL OF)
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MFG GAS PLANT/SO CAL GAS CO
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD TOWNE GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS INGLEWOOD MFG GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS - INGLEWOOD MPG
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	4015-015-900
Alias Type:	APN
Alias Name:	4015015900
Alias Type:	APN
Alias Name:	110033615657
Alias Type:	EPA (FRS #)
Alias Name:	300313
Alias Type:	Project Code (Site Code)
Alias Name:	19490226
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	03/02/1995
Comments:	The remediation was accomplished by the excavation of 5,824 tons of soil contaminated from former MGP operations. Sampling verified the achievement of cleanup goals. Clean soil was imported, backfilled, compacted and resodded. Excavated soil was recycled by thermal treatment.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* CEQA
Completed Date:	08/12/1994
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	11/19/1993
Comments:	The Department of Toxic Substances (Department) entered into a Removal Action Consent Order with the Southern California Gas Company for the Inglewood Manufactured Gas Plant site, also know as "Centinela Park". The Order provides $40,000 advance payment to the Depart- ment for oversite costs.

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/02/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Remedial or Removal Design
Completed Date: 08/30/1994
Comments: The Department reviewed and approved the Removal Action Implementation and Design (RAID) Plan and Responsiveness Summary for the Inglewood MGP site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/08/1992
Comments: The Department completed review of the PEA on July 8, 1992. The Department concurred with the recommendation that Further Action was needed at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/07/1992
Comments: The 1.4 acre of total 58 acre park was used by the Gas Co. for the production of "manufactured gas" in the early 1900s. Currently the site is used as a city owned rec- reational park. The manufactured gas was made at the site from coal and oil. The byproducts from this operation were tars, oils, sludges, lampblack etc, which were sold to various industrial uses. Some of these byproduct residues have been found in soils at former towne gas plant sites. Out of these polycyclic aromatic hydrocarbons (PAH) are hazardous. Also, elevated levels of heavy metals such as lead and arsenic were found at a few sites. A PEA is required at the site to determine, if any emergency removal action is required to reduce the potential threat to public health and the environment. The Dept received a Notice of Intent dated March 20, 1992 to initiate PEA.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CHMIRS:
OES Incident Number: 12-0314
OES notification: 01/17/2012
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm drain that runs to Cenpinela Creek.
Spill Site:	Other
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	540
Year:	2012
Agency:	City of Inglewood Public Works
Incident Date:	1/17/2012
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	No
Site Type:	Storm drain that runs to Cenpinela Creek.
E Date:	Not reported
Substance:	Sewage
Quantity Released:	16,200
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Fatals: Not reported
Comments: Not reported
Description: Caller states: In the city sewer main there was a stoppage of oils and grease which caused the overflow. 11,200 gal(s) was contained.

260
WNW
1/2-1
0.594 mi.
3134 ft.

Relative: Lower

Actual: 112 ft.

METAL TREATERS
414 W FLORENCE AVE
INGLEWOOD, CA 90301

RCRA-SQG **1000148477**
ENVIROSTOR **CAD982321556**
HIST UST
FINDS
ECHO
HAZNET
LA Co. Site Mitigation

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: METAL TREATERS
Facility address: 414 W FLORENCE AVE
INGLEWOOD, CA 90301
EPA ID: CAD982321556
Mailing address: W FLORENCE AVE
INGLEWOOD, CA 90301
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BRUCH SMITH
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported

METAL TREATERS (Continued) **1000148477**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: METAL TREATERS
Classification: Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 71002994
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.96527
Longitude: -118.3624
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED

METAL TREATERS (Continued) **1000148477**

Alias Name: CAD982321556
Alias Type: EPA Identification Number
Alias Name: 110002793898
Alias Type: EPA (FRS #)
Alias Name: 71002994
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 11/19/1997
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: 00027BCA
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027BCA.pdf
Region: STATE
Facility ID: 00000000490
Facility Type: Other
Other Type: METAL FINISHING
Contact Name: BRUCE U. SMITH
Telephone: 2136784952
Owner Name: METAL TREATERS INC.
Owner Address: 418 W. FLORENCE AVE.
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0003

Tank Num: 001
Container Num: THREE
Year Installed: 1967
Tank Capacity: 00002118
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual, None

Tank Num: 002
Container Num: ONE
Year Installed: 1954
Tank Capacity: 00004673
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual, None

Tank Num: 003

METAL TREATERS (Continued) **1000148477**

Container Num: TWO
Year Installed: 1967
Tank Capacity: 00001207
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual, None

Click here for Geo Tracker PDF:

FINDS:

Registry ID: 110002793898

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000148477
Registry ID: 110002793898
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002793898

HAZNET:
envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Aqueous solution with metals (< restricted levels and (Alkaline solution (pH >= 12.5) with metals))
Disposal Method: Recycler
Tons: 16.6800
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838

METAL TREATERS (Continued) **1000148477**

Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Disposal, Land Fill
Tons: 597.0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Treatment, Tank
Tons: 23.0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Other
Tons: 69.0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1996
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425

METAL TREATERS (Continued) **1000148477**

Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified sludge waste
Disposal Method: Transfer Station
Tons: 1.2505
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

LA Co. Site Mitigation:
Facility ID: FA0010856
Status: Not reported
Site ID: SD0010563
Jurisdiction: Not reported
Case ID: RO0010563
Abated: Yes
Assigned To: GB
Entered Date: Not reported
Abated Date: 04/22/1998

261
NW
1/2-1
0.647 mi.
3415 ft.

INGLEWOOD PROPERTY/ESTATE OF A. LEVINSON **ENVIROSTOR** **S106893759**
300 WEST HYDE PARK BLVD. **N/A**
INGLEWOOD, CA 90302

Relative:
Lower

Actual:
103 ft.

ENVIROSTOR:
Facility ID: 19000038
Status: Refer: 1248 Local Agency
Status Date: 02/13/2000
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY
Lead Agency: LOS ANGELES COUNTY
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 33.97089
Longitude: -118.3616
APN: 4017029001, 4017030001, 4017030002, 4017030003, 4017030004, 4017030005, 4017030006, 4017030007, 4017030007, 4017030008, 4017030009, 4017030010, 4017030011, 4017030012, 4017030013, 4017030014, 4017030015
Past Use: NONE SPECIFIED

INGLEWOOD PROPERTY/ESTATE OF A. LEVINSON (Continued) **S106893759**

Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 4017029001
Alias Type: APN
Alias Name: 4017030001
Alias Type: APN
Alias Name: 4017030002
Alias Type: APN
Alias Name: 4017030003
Alias Type: APN
Alias Name: 4017030004
Alias Type: APN
Alias Name: 4017030005
Alias Type: APN
Alias Name: 4017030006
Alias Type: APN
Alias Name: 4017030007
Alias Type: APN
Alias Name: 4017030007
Alias Type: APN
Alias Name: 4017030008
Alias Type: APN
Alias Name: 4017030009
Alias Type: APN
Alias Name: 4017030010
Alias Type: APN
Alias Name: 4017030011
Alias Type: APN
Alias Name: 4017030012
Alias Type: APN
Alias Name: 4017030013
Alias Type: APN
Alias Name: 4017030014
Alias Type: APN
Alias Name: 4017030015
Alias Type: APN
Alias Name: 19000038
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: SB 1248 Notification
Completed Date: 02/14/2000
Comments: DTSC is not involved with this project.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

262
SW
1/2-1
0.740 mi.
3908 ft.

JEFFERSON ELEMENTARY EXPANSION
CONDON AVENUE/FIRMONA AVENUE
LENNOX, CA 90304

ENVIROSTOR
SCH

S105954519
N/A

Relative:
Lower

Actual:
90 ft.

ENVIROSTOR:

Facility ID:	19880080
Status:	No Further Action
Status Date:	10/30/2006
Site Code:	304378
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.97
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Shahir Haddad
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9446
Longitude:	-118.3569
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO No Contaminants found
Potential Description:	NMA
Alias Name:	JEFFERSON ELEMENTARY EXPANSION
Alias Type:	Alternate Name
Alias Name:	LENNOX SD-JEFFERSON ELEM EXPANSION
Alias Type:	Alternate Name
Alias Name:	304378
Alias Type:	Project Code (Site Code)
Alias Name:	19880080
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/30/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	05/08/2005
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/27/2002
Comments:	Not reported

JEFFERSON ELEMENTARY EXPANSION (Continued) **S105954519**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 10/27/2006
Comments: Phase I Addendum approved. No Further Action.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19880080
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.97
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Shahir Haddad
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304378
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: No Further Action
Status Date: 10/30/2006
Restricted Use: NO
Funding: School District
Latitude: 33.9446
Longitude: -118.3569
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO, No Contaminants found
Potential Description: NMA
Alias Name: JEFFERSON ELEMENTARY EXPANSION
Alias Type: Alternate Name
Alias Name: LENNOX SD-JEFFERSON ELEM EXPANSION
Alias Type: Alternate Name
Alias Name: 304378
Alias Type: Project Code (Site Code)
Alias Name: 19880080
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

JEFFERSON ELEMENTARY EXPANSION (Continued) **S105954519**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/30/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/08/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/27/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 10/27/2006
Comments: Phase I Addendum approved. No Further Action.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

263
SW
1/2-1
0.743 mi.
3922 ft.

PAYNE ELEMENTARY SCHOOL **ENVIROSTOR** **S118757043**
215 WEST 94TH STREET **SCH** **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
102 ft.

ENVIROSTOR:
Facility ID: 60000005
Status: No Action Required
Status Date: 05/26/2006
Site Code: 304421
Site Type: School Investigation
Site Type Detailed: School
Acres: 2.27
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District

PAYNE ELEMENTARY SCHOOL (Continued) **S118757043**

Latitude: 33.95160
Longitude: -118.3576
APN: 4023-039-901, 4023039901
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: SOIL
Alias Name: INGLEWOOD USD-PAYNE ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: 4023-039-901
Alias Type: APN
Alias Name: 4023039901
Alias Type: APN
Alias Name: 304421
Alias Type: Project Code (Site Code)
Alias Name: 60000005
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/02/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 05/26/2006
Comments: NA determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/07/2003
Comments: Addendum required for lead-base paint. Letter sent out 08/07/2003.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000005
Site Type: School Investigation

PAYNE ELEMENTARY SCHOOL (Continued) **S118757043**

Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.27
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304421
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	05/26/2006
Restricted Use:	NO
Funding:	School District
Latitude:	33.95160
Longitude:	-118.3576
APN:	4023-039-901, 4023039901
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO
Potential Description:	SOIL
Alias Name:	INGLEWOOD USD-PAYNE ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	4023-039-901
Alias Type:	APN
Alias Name:	4023039901
Alias Type:	APN
Alias Name:	304421
Alias Type:	Project Code (Site Code)
Alias Name:	60000005
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/02/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/07/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	05/26/2006
Comments:	NA determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1

PAYNE ELEMENTARY SCHOOL (Continued) **S118757043**

Completed Date:	08/07/2003
Comments:	Addendum required for lead-base paint. Letter sent out 08/07/2003.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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264 NW 1/2-1 0.772 mi. 4075 ft. **HIGHLAND ELEMENTARY SCHOOL** **ENVIROSTOR SCH** **S105628650 N/A**
430 VENICE WAY
INGLEWOOD, CA 90302

Relative: Lower

Actual: 120 ft.

ENVIROSTOR:

Facility ID:	19880047
Status:	No Further Action
Status Date:	10/09/2002
Site Code:	304383
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9729
Longitude:	-118.3626
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Antimony and compounds Arsenic Barium and compounds Beryllium and compounds Cadmium and compounds Chromium III Cobalt Copper and compounds Lead Mercury and compounds Molybdenum Nickel Selenium Silver Thallium and compounds Vanadium and compounds Zinc 2,4,5-Trichlorophenol 2,4,6-Trichlorophenol 2,4-Dimethylphenol 2,4-Dinitrophenol 2,4-Dinitrotoluene (also see Dinitrotoluene mixture 2,6-Dimethylphenol 2,6-Dinitrotoluene (also see Dinitrotoluene mixture 2-Chlorophenol 2-Methylphenol 2-Nitroaniline 3,3-Dichlorobenzidine 3,4-Dimethylphenol 3-Methylphenol 3-Nitroaniline 4-Chloroaniline 4-Methylphenol 4-Nitroaniline Acenaphthene Anthracene Benz[a]anthracene Benzo[a]pyrene Benzo[b]fluoranthene Benzo[k]fluoranthene Benzyl alcohol Bis(2-chloro-1-methylethyl)ether Bis(2-chloroethyl)ether Bis(2-chloroisopropyl)ether Bis(2-ethylhexyl)phthalate (DEHP) Butyl benzyl phthalate Carbazole Chrysene Dibenz[ah]anthracene Dibenzofuran

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Dibutyl phthalate Diethyl phthalate Dimethyl phthalate Dinitrotoluene mixture Fluoranthene Fluorene Hexachlorobenzene Hexachloroethane Indeno[1,2,3-cd]pyrene N-Nitroso di-n-propylamine N-Nitrosodimethylamine N-Nitrosodiphenylamine Naphthalene Nitrobenzene Pentachlorophenol Phenol Pyrene Pyridine 1,1,1,2-Tetrachloroethane 1,1,1-Trichloroethane (TCA 1,1,2,2-Tetrachloroethane 1,1,2-Trichloroethane 1,1,2-Trichloropropane 1,1-Dichloroethane 1,1-Dichloroethylene 1,2,3-Trichloropropane 1,2,3-Trichloropropene 1,2,4-Trichlorobenzene 1,2,4-Trimethylbenzene 1,2-Dibromo-3-chloropropane (DBCP 1,2-Dibromoethane (EDB 1,2-Dichlorobenzene 1,2-Dichloroethane (EDC 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans 1,2-Dichloropropane 1,3,5-Trimethylbenzene 1,3-Dichlorobenzene 1,3-Dichloropropane 1,3-Dichloropropene 1,4-Dibromobenzene 1,4-Dichlorobenzene Benzene Bromobenzene Bromodichloromethane Bromoform (tribromomethane Bromomethane (Methyl bromide Carbon tetrachloride Chlorobenzene Chloroethane Chloroform Chloromethane (methyl chloride Dibromochloromethane Dichlorodifluoromethane Ethylbenzene Hexachlorobutadiene Methyl ethyl ketone (2-Butanone Methyl isobutyl ketone Methyl tertbutyl ether (MTBE Methylene bromide Methylene chloride Styrene Tetrachloroethylene (PCE Toluene Trichloroethylene (TCE Trichlorofluoromethane Vinyl chloride Xylenes n-Butylbenzene n-Propylbenzene o-Chlorotoluene sec-Butylbenzene tert-Butylbenzene

Confirmed COC: 30001-NO 30003-NO 30013-NO 30016-NO 30542-NO 30564-NO 30565-NO 30571-NO 30572-NO 30578-NO 30022-NO 30026-NO 30058-NO 30067-NO 30078-NO 30084-NO 30087-NO 30093-NO 30473-NO 30474-NO 30476-NO 30477-NO 30479-NO 30481-NO 30484-NO 30485-NO 30499-NO 30506-NO 30515-NO 30311-NO 30312-NO 30318-NO 30357-NO 30094-NO 30096-NO 30104-NO 30105-NO 30108-NO 30137-NO 30152-NO 30156-NO 30179-NO 30180-NO 30182-NO 30183-NO 30185-NO 30188-NO 30192-NO 30193-NO 30195-NO 30196-NO 30200-NO 30202-NO 30231-NO 30232-NO 30240-NO 30242-NO 30272-NO 30536-NO 30383-NO 30587-NO 30593-NO 30594-NO 30386-NO 30392-NO 30394-NO 30412-NO 30384-NO 30387-NO 30393-NO 30402-NO 30407-NO 30411-NO 30413-NO 30414-NO 30424-NO 30425-NO 30448-NO 30550-NO 30567-NO 30116-NO 30135-NO 30027-NO 30085-NO 30088-NO 30095-NO 30103-NO 30106-NO 30113-NO 30126-NO 30136-NO 30143-NO 30178-NO 30181-NO 30186-NO 30191-NO 30194-NO 30201-NO 30212-NO 30230-NO 30233-NO 30241-NO 30028-NO 30243-NO 30423-NO 30451-NO 30080-NO 30127-NO 30154-NO 30482-NO 30475-NO 30478-NO 30480-NO 30483-NO 30525-NO 30563-NO 30566-NO 30570-NO 30577-NO 30535-NO 30146-NO 30187-NO 30021-NO

Potential Description: SOIL, SV

Alias Name: HIGHLAND ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ELEM SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ES EXPANSION
Alias Type: Alternate Name
Alias Name: 110022046025
Alias Type: EPA (FRS #)
Alias Name: 304381
Alias Type: Project Code (Site Code)
Alias Name: 304383
Alias Type: Project Code (Site Code)

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Alias Name: 19880047
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 10/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/06/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/01/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/17/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/14/2004
Comments: accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/14/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/01/2002
Comments: Mitigated Negative Declaration

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Analytical Report

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Preliminary Soil & Soil Gas Sampling

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19880047
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304383
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	10/09/2002
Restricted Use:	NO
Funding:	School District
Latitude:	33.9729
Longitude:	-118.3626
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Antimony and compounds, Arsenic, Barium and compounds, Beryllium and compounds, Cadmium and compounds, Chromium III, Cobalt, Copper and compounds, Lead, Mercury and compounds, Molybdenum, Nickel, Selenium, Silver, Thallium and compounds, Vanadium and compounds, Zinc, 2,4,5-Trichlorophenol, 2,4,6-Trichlorophenol, 2,4-Dimethylphenol, 2,4-Dinitrophenol, 2,4-Dinitrotoluene (also see Dinitrotoluene mixture, 2,6-Dimethylphenol, 2,6-Dinitrotoluene (also see Dinitrotoluene mixture, 2-Chlorophenol, 2-Methylphenol, 2-Nitroaniline, 3,3-Dichlorobenzidine, 3,4-Dimethylphenol,

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

3-Methylphenol, 3-Nitroaniline, 4-Chloroaniline, 4-Methylphenol, 4-Nitroaniline, Acenaphthene, Anthracene, Benz[a]anthracene, Benzo[a]pyrene, Benzo[b]fluoranthene, Benzo[k]fluoranthene, Benzyl alcohol, Bis(2-chloro-1-methylethyl)ether, Bis(2-chloroethyl)ether, Bis(2-chloroisopropyl)ether, Bis(2-ethylhexyl)phthalate (DEHP), Butyl benzyl phthalate, Carbazole, Chrysene, Dibenz[ah]anthracene, Dibenzofuran, Dibutyl phthalate, Diethyl phthalate, Dimethyl phthalate, Dinitrotoluene mixture, Fluoranthene, Fluorene, Hexachlorobenzene, Hexachloroethane, Indeno[1,2,3-cd]pyrene, N-Nitroso di-n-propylamine, N-Nitrosodimethylamine, N-Nitrosodiphenylamine, Naphthalene, Nitrobenzene, Pentachlorophenol, Phenol, Pyrene, Pyridine, 1,1,1,2-Tetrachloroethane, 1,1,1-Trichloroethane (TCA, 1,1,2,2-Tetrachloroethane, 1,1,2-Trichloroethane, 1,1,2-Trichloropropane, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2,3-Trichloropropane, 1,2,3-Trichloropropene, 1,2,4-Trichlorobenzene, 1,2,4-Trimethylbenzene, 1,2-Dibromo-3-chloropropane (DBCP, 1,2-Dibromoethane (EDB, 1,2-Dichlorobenzene, 1,2-Dichloroethane (EDC, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans, 1,2-Dichloropropane, 1,3,5-Trimethylbenzene, 1,3-Dichlorobenzene, 1,3-Dichloropropane, 1,3-Dichloropropene, 1,4-Dibromobenzene, 1,4-Dichlorobenzene, Benzene, Bromobenzene, Bromodichloromethane, Bromoform (tribromomethane, Bromomethane (Methyl bromide, Carbon tetrachloride, Chlorobenzene, Chloroethane, Chloroform, Chloromethane (methyl chloride, Dibromochloromethane, Dichlorodifluoromethane, Ethylbenzene, Hexachlorobutadiene, Methyl ethyl ketone (2-Butanone, Methyl isobutyl ketone, Methyl tertbutyl ether (MTBE, Methylene bromide, Methylene chloride, Styrene, Tetrachloroethylene (PCE, Toluene, Trichloroethylene (TCE, Trichlorofluoromethane, Vinyl chloride, Xylenes, n-Butylbenzene, n-Propylbenzene, o-Chlorotoluene, sec-Butylbenzene, tert-Butylbenzene

Confirmed COC: 30001-NO, 30003-NO, 30013-NO, 30016-NO, 30542-NO, 30564-NO, 30565-NO, 30571-NO, 30572-NO, 30578-NO, 30022-NO, 30026-NO, 30058-NO, 30067-NO, 30078-NO, 30084-NO, 30087-NO, 30093-NO, 30473-NO, 30474-NO, 30476-NO, 30477-NO, 30479-NO, 30481-NO, 30484-NO, 30485-NO, 30499-NO, 30506-NO, 30515-NO, 30311-NO, 30312-NO, 30318-NO, 30357-NO, 30094-NO, 30096-NO, 30104-NO, 30105-NO, 30108-NO, 30137-NO, 30152-NO, 30156-NO, 30179-NO, 30180-NO, 30182-NO, 30183-NO, 30185-NO, 30188-NO, 30192-NO, 30193-NO, 30195-NO, 30196-NO, 30200-NO, 30202-NO, 30231-NO, 30232-NO, 30240-NO, 30242-NO, 30272-NO, 30536-NO, 30383-NO, 30587-NO, 30593-NO, 30594-NO, 30386-NO, 30392-NO, 30394-NO, 30412-NO, 30384-NO, 30387-NO, 30393-NO, 30402-NO, 30407-NO, 30411-NO, 30413-NO, 30414-NO, 30424-NO, 30425-NO, 30448-NO, 30550-NO, 30567-NO, 30116-NO, 30135-NO, 30027-NO, 30085-NO, 30088-NO, 30095-NO, 30103-NO, 30106-NO, 30113-NO, 30126-NO, 30136-NO, 30143-NO, 30178-NO, 30181-NO, 30186-NO, 30191-NO, 30194-NO, 30201-NO, 30212-NO, 30230-NO, 30233-NO, 30241-NO, 30028-NO, 30243-NO, 30423-NO, 30451-NO, 30080-NO, 30127-NO, 30154-NO, 30482-NO, 30475-NO, 30478-NO, 30480-NO, 30483-NO, 30525-NO, 30563-NO, 30566-NO, 30570-NO, 30577-NO, 30535-NO, 30146-NO, 30187-NO, 30021-NO

Potential Description: SOIL, SV
Alias Name: HIGHLAND ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ELEM SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ES EXPANSION

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Alias Type: Alternate Name
Alias Name: 110022046025
Alias Type: EPA (FRS #)
Alias Name: 304381
Alias Type: Project Code (Site Code)
Alias Name: 304383
Alias Type: Project Code (Site Code)
Alias Name: 19880047
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 10/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/06/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/01/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/17/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/14/2004
Comments: accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/14/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/20/2002
Comments: Not reported

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	08/01/2002
Comments:	Mitigated Negative Declaration

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Analytical Report

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Preliminary Soil & Soil Gas Sampling

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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265 North 1/2-1 0.820 mi. 4329 ft.

CENTINELA ELEMENTARY SCHOOL
1123 MARLBOROUGH AVENUE
INGLEWOOD, CA 90302

ENVIROSTOR SCH **S105628571 N/A**

Relative: Higher

Actual: 194 ft.

ENVIROSTOR:

Facility ID:	19820038
Status:	No Further Action
Status Date:	02/07/2002
Site Code:	304353
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.97809
Longitude:	-118.3465
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES

CENTINELA ELEMENTARY SCHOOL (Continued) **S105628571**

Potential COC: Benzene Endrin Lead Aldrin Ethylbenzene Toluene Xylenes
Confirmed COC: 30003-NO 30010-NO 30013-NO 30272-NO 30593-NO 30550-NO 30043-NO
Potential Description: SOIL, SV
Alias Name: CENTINELA ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-CENTINELA ELEMENTARY
Alias Type: Alternate Name
Alias Name: 304353
Alias Type: Project Code (Site Code)
Alias Name: 19820038
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/19/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/07/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/27/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19820038
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: Not reported
National Priorities List: NO

CENTINELA ELEMENTARY SCHOOL (Continued) **S105628571**

Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304353
Assembly:	62
Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	02/07/2002
Restricted Use:	NO
Funding:	School District
Latitude:	33.97809
Longitude:	-118.3465
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Benzene, Endrin, Lead, Aldrin, Ethylbenzene, Toluene, Xylenes
Confirmed COC:	30003-NO, 30010-NO, 30013-NO, 30272-NO, 30593-NO, 30550-NO, 30043-NO
Potential Description:	SOIL, SV
Alias Name:	CENTINELA ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-CENTINELA ELEMENTARY
Alias Type:	Alternate Name
Alias Name:	304353
Alias Type:	Project Code (Site Code)
Alias Name:	19820038
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/19/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	07/17/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/07/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	11/27/2001
Comments:	Not reported
Future Area Name:	Not reported

CENTINELA ELEMENTARY SCHOOL (Continued) **S105628571**

Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

266
South
1/2-1
0.827 mi.
4364 ft.

PCSD 111TH & FREEMAN SCHOOL SITE **ENVIROSTOR** **S108484753**
11044 AND 11111 SOUTH FREEMAN AVENUE **SCH** **N/A**
LENNOX, CA 90304

Relative:
Lower

Actual:
73 ft.

ENVIROSTOR:
Facility ID: 60000628
Status: No Further Action
Status Date: 08/08/2007
Site Code: 304563
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.26
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.9347
Longitude: -118.3476
APN: 4035-010-024, 4035-025-015, 4035010024, 4035025015
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: SOIL
Alias Name: 4035-010-024
Alias Type: APN
Alias Name: 4035-025-015
Alias Type: APN
Alias Name: 4035010024
Alias Type: APN
Alias Name: 4035025015
Alias Type: APN
Alias Name: 304563
Alias Type: Project Code (Site Code)
Alias Name: 60000628
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

PCSD 111TH & FREEMAN SCHOOL SITE (Continued) **S108484753**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2007
Comments: CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/13/2007
Comments: DTSC req'd an addendum for LBP and OCPs

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 07/16/2007
Comments: Addendum approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000628
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.26
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304563
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: No Further Action
Status Date: 08/08/2007
Restricted Use: NO
Funding: School District
Latitude: 33.9347
Longitude: -118.3476
APN: 4035-010-024, 4035-025-015, 4035010024, 4035025015
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: SOIL
Alias Name: 4035-010-024
Alias Type: APN

PCSD 111TH & FREEMAN SCHOOL SITE (Continued) **S108484753**

Alias Name: 4035-025-015
Alias Type: APN
Alias Name: 4035010024
Alias Type: APN
Alias Name: 4035025015
Alias Type: APN
Alias Name: 304563
Alias Type: Project Code (Site Code)
Alias Name: 60000628
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2007
Comments: CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/13/2007
Comments: DTSC req'd an addendum for LBP and OCPs

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 07/16/2007
Comments: Addendum approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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267 SSW 1/2-1 0.842 mi. 4445 ft. **LENNOX ELEMENTARY /VIVA MARKET SCHOOL** **ENVIROSTOR SCH** **S118756530 N/A**
11036 HAWTHORNE BOULEVARD
LENNOX, CA 90304

Relative: Lower
Actual: 71 ft.

ENVIROSTOR:
Facility ID: 19540001
Status: No Action Required
Status Date: 07/27/1999
Site Code: 300765
Site Type: School Investigation
Site Type Detailed: School
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported

LENNOX ELEMENTARY /VIVA MARKET SCHOOL (Continued) **S118756530**

Supervisor: Mark Malinowski
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.93530
Longitude: -118.3519
APN: 4035002900
Past Use: RETAIL
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: LENNOX ELEMENTARY/VIVA MARKET SCHOOL
Alias Type: Alternate Name
Alias Name: LENNOX SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: LENNOX SCHOOL DISTRICT, LENNEX ELEM.
Alias Type: Alternate Name
Alias Name: 4035002900
Alias Type: APN
Alias Name: 300765
Alias Type: Project Code (Site Code)
Alias Name: 19540001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/21/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/27/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LENNOX ELEMENTARY /VIVA MARKET SCHOOL (Continued) **S118756530**

SCH:

Facility ID:	19540001
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	Not reported
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	300765
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	07/27/1999
Restricted Use:	NO
Funding:	School District
Latitude:	33.93530
Longitude:	-118.3519
APN:	4035002900
Past Use:	RETAIL
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	LENNOX ELEMENTARY/VIVA MARKET SCHOOL
Alias Type:	Alternate Name
Alias Name:	LENNOX SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	LENNOX SCHOOL DISTRICT, LENNEX ELEM.
Alias Type:	Alternate Name
Alias Name:	4035002900
Alias Type:	APN
Alias Name:	300765
Alias Type:	Project Code (Site Code)
Alias Name:	19540001
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/21/1999
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/07/1999
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

LENNOX ELEMENTARY /VIVA MARKET SCHOOL (Continued) **S118756530**

Completed Document Type: Phase 1
Completed Date: 07/27/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AV268 **JEFFERSON ELEMENTARY SCHOOL** **ENVIROSTOR** **S104913206**
SW **CONDON AVENUE/CENTURY BOULEVARD** **SCH** **N/A**
1/2-1 **LENNOX, CA 90304** **LOS ANGELES CO. HMS**
0.884 mi.
4670 ft. **Site 1 of 2 in cluster AV**

Relative: **Lower**
Actual: **84 ft.**

ENVIROSTOR:
Facility ID: 60000033
Status: Inactive - Withdrawn
Status Date: 02/20/2013
Site Code: 304456
Site Type: School Investigation
Site Type Detailed: School
Acres: 6.3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.94227
Longitude: -118.3581
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: LENNOX SD-JEFFERSON ELEMENTARY SCL EXP
Alias Type: Alternate Name
Alias Name: T0603795739
Alias Type: GeoTracker Global ID
Alias Name: 304456
Alias Type: Project Code (Site Code)
Alias Name: 60000033
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE

JEFFERSON ELEMENTARY SCHOOL (Continued) **S104913206**

Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/14/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/23/2005
Comments: CRU Memo completed

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000033
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 6.3
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304456
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: Inactive - Withdrawn
Status Date: 02/20/2013
Restricted Use: NO
Funding: School District
Latitude: 33.94227
Longitude: -118.3581
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: LENNOX SD-JEFFERSON ELEMENTARY SCL EXP

JEFFERSON ELEMENTARY SCHOOL (Continued) **S104913206**

Alias Type: Alternate Name
Alias Name: T0603795739
Alias Type: GeoTracker Global ID
Alias Name: 304456
Alias Type: Project Code (Site Code)
Alias Name: 60000033
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/14/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/23/2005
Comments: CRU Memo completed

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 026437-036056
Facility Type: 1
Facility Status: Removed
Area: 29
Permit Number: 000308817
Permit Status: Removed

Region: LA
Permit Category: Not reported
Facility Id: 026437-039968
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

AV269 **JEFFERSON ELEMENTARY SCHOOL EXPANSION** **ENVIROSTOR** **S105087248**
SW **10322 CONDON AVENUE** **LUST** **N/A**
1/2-1 **LENNOX, CA 90304** **SCH**
0.884 mi. **NPDES**
4670 ft. **Site 2 of 2 in cluster AV** **CIWQS**

Relative: Lower
Actual: 84 ft.

ENVIROSTOR:

Facility ID:	60000695
Status:	Inactive - Withdrawn
Status Date:	11/07/2011
Site Code:	304570
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6.3
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Rana Georges
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.94227
Longitude:	-118.3581
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA, RETAIL
Potential COC:	Chlordane DDD DDE DDT Lead
Confirmed COC:	30004-NO 30006-NO 30007-NO 30008-NO 30013-NO
Potential Description:	UE
Alias Name:	304570
Alias Type:	Project Code (Site Code)
Alias Name:	60000695
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/07/2011
Comments:	DTSC prepared project close out Cost Recovery Unit Memorandum.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inactive Status Letter
Completed Date:	09/17/2009
Comments:	DTSC issued an inactive letter due to the delays of the project and after discussing the issue with the District. The District indicated during a telephone conversation that funding is not available to move the project forward. District will contact DTSC when funding becomes available.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/09/2007
Comments:	In a letter, dated October 9, 2007, DTSC approved the Phase I

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Environmental Site Assessment report, dated May 4, 2007, with additional information provided on October 2, 2007. The Phase I concludes that the only recognized environmental conditions at the site are asbestos containing material, lead from lead-based paint, and organochlorine pesticides from termiticides. DTSC concurred with the conclusion that further environmental investigation of the site is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 10/11/2007
Comments: On October 11, 2007, DTSC signed the completed SFPD 4.14 form and transmitted the form to Lennox School District via a letter, dated October 11, 2007. The form documents commitment of the District to complete the required further investigation and related response action with DTSC's oversight. Further investigation of lead from lead-based paint and organochlorine pesticides from termiticides, including asbestos containing material, is required per DTSC's letter, dated October 9, 2007.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603795739
Global Id: T0603795739
Latitude: 33.941723
Longitude: -118.359142
Status: Completed - Case Closed
Status Date: 06/11/2009
Case Worker: MRR
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: 026437-036056
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0603795739
Contact Type: Local Agency Caseworker
Contact Name: MANUEL R REGALADO
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: mregalad@dpw.lacounty.gov

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Phone Number: Not reported

Global Id: T0603795739
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603795739
Action Type: ENFORCEMENT
Date: 09/25/2008
Action: Closure/No Further Action Letter - #C585469

Global Id: T0603795739
Action Type: Other
Date: 02/13/2001
Action: Leak Reported

Global Id: T0603795739
Action Type: REMEDIATION
Date: 05/30/2001
Action: Excavation

Global Id: T0603795739
Action Type: Other
Date: 01/31/2001
Action: Leak Discovery

LUST:
Global Id: T0603795739
Status: Open - Case Begin Date
Status Date: 01/31/2001

Global Id: T0603795739
Status: Open - Remediation
Status Date: 05/30/2001

Global Id: T0603795739
Status: Open - Site Assessment
Status Date: 05/30/2001

Global Id: T0603795739
Status: Completed - Case Closed
Status Date: 06/11/2009

SCH:

Facility ID: 60000695
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Acres:	6.3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Rana Georges
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304570
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Inactive - Withdrawn
Status Date:	11/07/2011
Restricted Use:	NO
Funding:	School District
Latitude:	33.94227
Longitude:	-118.3581
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA, RETAIL
Potential COC:	Chlordane, DDD, DDE, DDT, Lead
Confirmed COC:	30004-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO
Potential Description:	UE
Alias Name:	304570
Alias Type:	Project Code (Site Code)
Alias Name:	60000695
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/07/2011
Comments:	DTSC prepared project close out Cost Recovery Unit Memorandum.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inactive Status Letter
Completed Date:	09/17/2009
Comments:	DTSC issued an inactive letter due to the delays of the project and after discussing the issue with the District. The District indicated during a telephone conversation that funding is not available to move the project forward. District will contact DTSC when funding becomes available.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/09/2007
Comments:	In a letter, dated October 9, 2007, DTSC approved the Phase I Environmental Site Assessment report, dated May 4, 2007, with additional information provided on October 2, 2007. The Phase I concludes that the only recognized environmental conditions at the site are asbestos containing material, lead from lead-based paint, and organochlorine pesticides from termiticides. DTSC concurred with the conclusion that further environmental investigation of the site is required.

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	10/11/2007
Comments:	On October 11, 2007, DTSC signed the completed SFPD 4.14 form and transmitted the form to Lennox School District via a letter, dated October 11, 2007. The form documents commitment of the District to complete the required further investigation and related response action with DTSC's oversight. Further investigation of lead from lead-based paint and organochlorine pesticides from termiticides, including asbestos containing material, is required per DTSC's letter, dated October 9, 2007.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	425121
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C363624
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	05/15/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/17/2015
Discharge Name:	Lennox School District
Discharge Address:	10319 Firmona Avenue
Discharge City:	Lennox
Discharge State:	California
Discharge Zip:	90304
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	425121
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C363624
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/17/2015

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	04/03/2012
PROCESSED DATE:	05/15/2012
STATUS CODE NAME:	Terminated
STATUS DATE:	11/18/2015
PLACE SIZE:	9.7
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Preeti Dsouza
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	714-788-2617
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	pdsouza@telacu.com
OPERATOR NAME:	Lennox School District
OPERATOR ADDRESS:	10319 Firmona Avenue
OPERATOR CITY:	Lennox
OPERATOR STATE:	California
OPERATOR ZIP:	90304
OPERATOR CONTACT NAME:	Brian Johnson
OPERATOR CONTACT TITLE:	Assistant Superintendent of Business Services
OPERATOR CONTACT PHONE:	310-695-4010
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	pdsouza@telacu.com
OPERATOR TYPE:	State Agency
DEVELOPER NAME:	Lennox School District
DEVELOPER ADDRESS:	10319 Firmona Avenue
DEVELOPER CITY:	Lennox
DEVELOPER STATE:	California
DEVELOPER ZIP:	90304
DEVELOPER CONTACT NAME:	Brian Johnson
DEVELOPER CONTACT TITLE:	Assistant Superintendent of Business Services
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	School
CONSTYPE OTHER IND:	Y
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Santa Monica Bay
CERTIFIER NAME:	Brian Johnson
CERTIFIER TITLE:	Assistant Superintendent of Business Services

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

CERTIFICATION DATE:	03-APR-12
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

CIWQS:

Agency:	Lennox School District
Agency Address:	10319 Firmona Avenue, Lennox, CA 90304
Place/Project Type:	Construction - Other: School
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C363624
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	05/15/2012
Termination Date:	11/17/2015
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	1
Violations within 5 years:	1
Latitude:	33.9444
Longitude:	-118.3572

270
WSW
1/2-1
0.897 mi.
4735 ft.

OAK STREET ELEMENTARY SCHOOL, CITY OF INGLEWOOD **ENVIROSTOR** **S109933637**
633 S. OAK STREET **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
92 ft.

ENVIROSTOR:

Facility ID:	60001399
Status:	No Further Action
Status Date:	02/20/2013
Site Code:	301498
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	4.49
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Maryam Tasnif-Abbasi
Supervisor:	Emad Yemut
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	EPA - Target Site Investigation
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	33.95574

OAK STREET ELEMENTARY SCHOOL, CITY OF INGLEWOOD (Continued) **S109933637**

Longitude: -118.3660
APN: 4022-002-900
Past Use: UNKNOWN
Potential COC: Under Investigation
Confirmed COC: Under Investigation
Potential Description: UE
Alias Name: 4022-002-900
Alias Type: APN
Alias Name: 301498
Alias Type: Project Code (Site Code)
Alias Name: 60001399
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/10/2011
Comments: A Phase I ESA was prepared to determine potenital historical operations that may have led to soil impacts at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 03/23/2011
Comments: A PEA Workplan was prepared to outline the scope of work needed to assess potential environmental impacts resulting from historical operations.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/26/2011
Comments: The PEA Report recommends No Further Action. DTSC concurs with this recommendation and accepts the PEA Report as Final.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/30/2011
Comments: Soil and Soil Gas sampling conducted on March 29 and 30, 2011. Samples were analyzed for metals, organochlorine pesticides, total petroleum hydrocarbons, polychlorinated biphenyls, and volatile organic compounds.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 01/27/2010
Comments: Work Order Approval executed and Start Work was issued.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

OAK STREET ELEMENTARY SCHOOL, CITY OF INGLEWOOD (Continued) **S109933637**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 4 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HAWTHORNE	S113883105		2600 S PRAIRIE AVE	90250	CDL
INGLEWOOD	S121696544	AIRPORT PLAZA CLEANERS CHARLES W V	1117 W MANCHESTER BLVD STE D &	90301	DRYCLEANERS
LOS ANGELES	S106797569	BNSF HR-LA-C-GET-HB-3/HB-4	RAILROAD RT OF WAY 550' S OF A	90301	ENVIROSTOR
LOS ANGELES	S120714338	METRO RAIL TO RIVER PROJECT	RAILROAD RIGHT-OF-WAY FROM WES	90043	ENVIROSTOR, VCP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/16/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 78

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/12/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 48

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/06/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 15

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/13/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 134

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 39

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/30/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 05/04/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 27

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 01/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 46

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/08/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 0

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/15/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/15/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/20/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 04/27/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 01/04/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 99
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 79

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 02/28/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 72

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO

Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA LIVERMORE-PLEASANTON

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: DRYCLEAN AVAQMD

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 36

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 147

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 54

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/14/2018
Date Data Arrived at EDR: 02/16/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 46

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 01/09/2018
Date Made Active in Reports: 02/06/2018
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 02/27/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/19/2018
Number of Days to Update: 45

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/23/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region’s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

SAMPLING POINT: SAMPLING POINT (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

WELL STIM PROJ: WELL SAMP PROJ (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

UIC GEO: UIC GEO (GEOTRACKER)
Underground control injection sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

OTHER OIL GAS: OTHER OIL & GAS (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

CIWQS: The California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 60

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PROD WATER PONDS: PROD WATER PONDS (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

NON-CASE INFO: NON-CASE INFO (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

PROJECT: PROJECT (GEOTRACKER)
Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 01/11/2018
Date Made Active in Reports: 02/22/2018
Number of Days to Update: 42

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 10

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 01/26/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 47

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/26/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 02/26/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 14

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 01/05/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 40

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/26/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 47

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/08/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 08/04/2017
Number of Days to Update: 56

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 54

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 02/06/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 33

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 56

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/16/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 29

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 01/17/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 40

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/12/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 27

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 15

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 18

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 30

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/31/2018
Date Data Arrived at EDR: 02/01/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 41

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 01/02/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/19/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 46

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/19/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/19/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 01/03/2018
Date Made Active in Reports: 02/05/2018
Number of Days to Update: 33

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 01/03/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 42

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 11/17/2017
Number of Days to Update: 14

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/30/2017
Date Data Arrived at EDR: 12/01/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 46

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/07/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 40

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58
Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11
Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 42
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/20/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 43
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 02/04/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 42
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90
Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51
Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 16
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 20

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 02/06/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 37

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 29

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 50

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 48

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 54
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 16
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 31
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 02/01/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 07/27/2017
Number of Days to Update: 107

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/03/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/08/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

INGLEWOOD TRANSIT INTERCONNECTOR
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

TARGET PROPERTY COORDINATES

Latitude (North):	33.95979 - 33° 57' 35.24''
Longitude (West):	118.344019 - 118° 20' 38.47''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	375817.2
UTM Y (Meters):	3758317.0
Elevation:	155 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5640440 INGLEWOOD, CA
Version Date:	2012
West Map:	5640438 VENICE, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

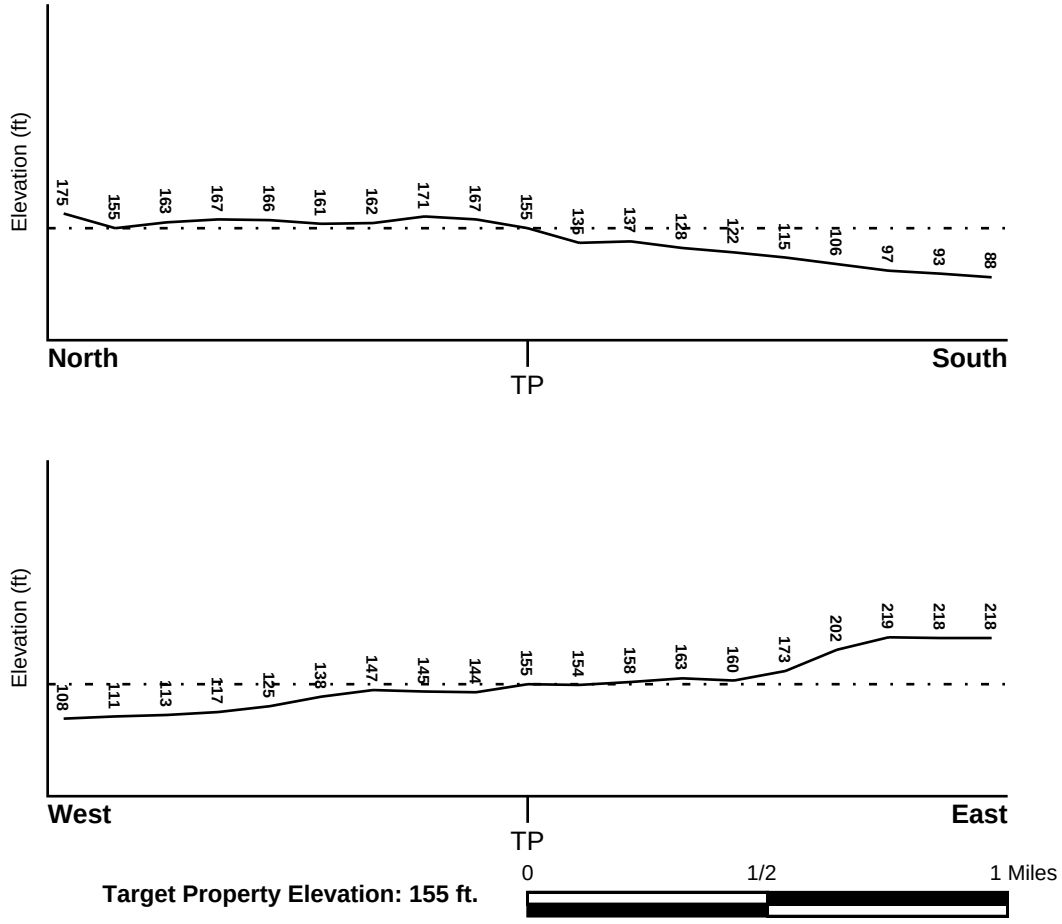
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C1780F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
Not Reported	

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
INGLEWOOD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Surficial Soil Types:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Shallow Soil Types:
fine sandy loam
gravelly - loam
sandy clay
sandy clay loam
clay
silty clay
sand

Deeper Soil Types:
gravelly - sandy loam
sandy loam
very gravelly - sandy loam
stratified
very fine sandy loam
weathered bedrock
sand
gravelly - fine sandy loam
silty clay loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000158925	1/4 - 1/2 Mile ESE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A2	2986	1/2 - 1 Mile NW
A3	2987	1/2 - 1 Mile NW
A4	2988	1/2 - 1 Mile NW

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG11000209982	0 - 1/8 Mile North
2	CAOG11000204825	0 - 1/8 Mile SSW
A3	CAOG11000209975	0 - 1/8 Mile North
A4	CAOG11000209726	1/8 - 1/4 Mile NNW
B5	CAOG11000209715	1/8 - 1/4 Mile North
B6	CAOG11000209974	1/8 - 1/4 Mile North
B7	CAOG11000209976	1/8 - 1/4 Mile NNW
B8	CAOG11000209725	1/8 - 1/4 Mile NNW
B9	CAOG11000209744	1/8 - 1/4 Mile North
B10	CAOG11000209750	1/8 - 1/4 Mile North
11	CAOG11000209749	1/8 - 1/4 Mile West
C12	CAOG11000209996	1/8 - 1/4 Mile NW

STATE OIL/GAS WELL INFORMATION

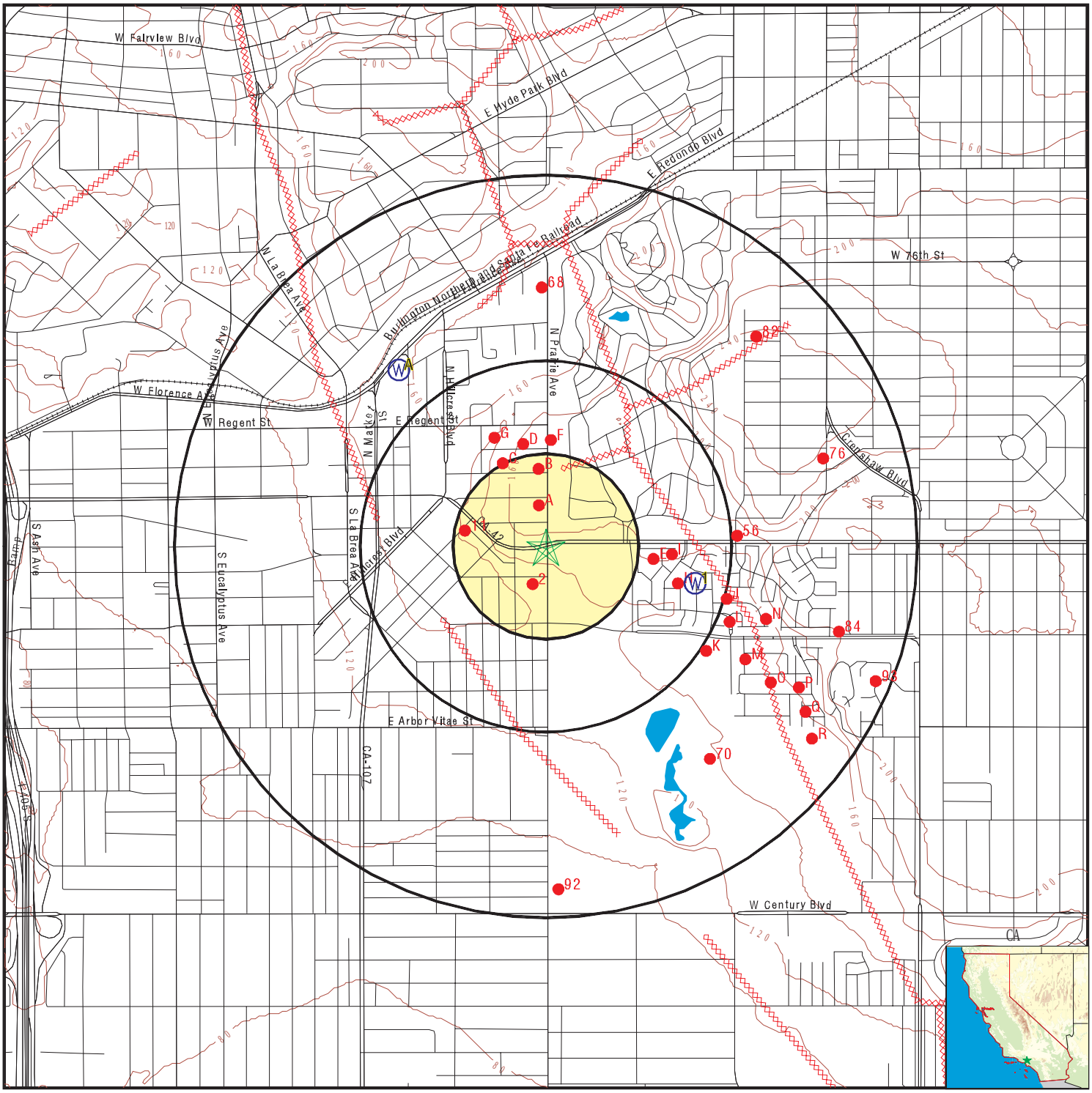
MAP ID	WELL ID	LOCATION FROM TP
C13	CAOG11000209998	1/8 - 1/4 Mile NW
C14	CAOG11000209997	1/8 - 1/4 Mile NNW
B15	CAOG11000209981	1/8 - 1/4 Mile North
B16	CAOG11000209718	1/8 - 1/4 Mile North
B17	CAOG11000209984	1/8 - 1/4 Mile North
D18	CAOG11000209985	1/8 - 1/4 Mile NNW
D19	CAOG11000209967	1/4 - 1/2 Mile NNW
C20	CAOG11000209992	1/4 - 1/2 Mile NNW
E21	CAOG11000210005	1/4 - 1/2 Mile East
F22	CAOG11000209743	1/4 - 1/2 Mile North
C23	CAOG11000209719	1/4 - 1/2 Mile NNW
E24	CAOG11000202248	1/4 - 1/2 Mile East
E25	CAOG11000209999	1/4 - 1/2 Mile East
D26	CAOG11000209724	1/4 - 1/2 Mile North
D27	CAOG11000209970	1/4 - 1/2 Mile North
D28	CAOG11000209980	1/4 - 1/2 Mile North
C29	CAOG11000209993	1/4 - 1/2 Mile NNW
E30	CAOG11000209712	1/4 - 1/2 Mile East
D31	CAOG11000209972	1/4 - 1/2 Mile NNW
E32	CAOG11000202247	1/4 - 1/2 Mile East
E33	CAOG11000209710	1/4 - 1/2 Mile East
D34	CAOG11000209969	1/4 - 1/2 Mile NNW
E35	CAOG11000209711	1/4 - 1/2 Mile East
G36	CAOG11000209983	1/4 - 1/2 Mile NNW
E37	CAOG11000209713	1/4 - 1/2 Mile East
F38	CAOG11000209968	1/4 - 1/2 Mile North
G39	CAOG11000209986	1/4 - 1/2 Mile NNW
G40	CAOG11000209973	1/4 - 1/2 Mile NNW
D41	CAOG11000209966	1/4 - 1/2 Mile NNW
G42	CAOG11000209988	1/4 - 1/2 Mile NNW
H43	CAOG11000206331	1/4 - 1/2 Mile ESE
I44	CAOG11000208215	1/4 - 1/2 Mile East
I45	CAOG11000202246	1/4 - 1/2 Mile East
I46	CAOG11000210006	1/4 - 1/2 Mile East
G47	CAOG11000209971	1/4 - 1/2 Mile NNW
I48	CAOG11000213959	1/4 - 1/2 Mile East
H49	CAOG11000206341	1/4 - 1/2 Mile ESE
H50	CAOG11000206332	1/4 - 1/2 Mile ESE
H51	CAOG11000206342	1/4 - 1/2 Mile ESE
J52	CAOG11000209991	1/4 - 1/2 Mile ESE
K53	CAOG11000215022	1/2 - 1 Mile SE
K54	CAOG11000209748	1/2 - 1 Mile SE
L55	CAOG11000209741	1/2 - 1 Mile ESE
56	CAOG11000205079	1/2 - 1 Mile East
J57	CAOG11000209990	1/2 - 1 Mile ESE
K58	CAOG11000209987	1/2 - 1 Mile ESE
L59	CAOG11000209989	1/2 - 1 Mile ESE
M60	CAOG11000209746	1/2 - 1 Mile ESE
N61	CAOG11000210007	1/2 - 1 Mile ESE
N62	CAOG11000210008	1/2 - 1 Mile ESE
N63	CAOG11000209709	1/2 - 1 Mile ESE
M64	CAOG11000200759	1/2 - 1 Mile ESE
M65	CAOG11000209738	1/2 - 1 Mile ESE
N66	CAOG11000209742	1/2 - 1 Mile ESE
O67	CAOG11000200752	1/2 - 1 Mile ESE
68	CAOG11000204909	1/2 - 1 Mile North

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
O69	CAOG11000209739	1/2 - 1 Mile SE
70	CAOG11000205055	1/2 - 1 Mile SE
O71	CAOG11000201103	1/2 - 1 Mile ESE
P72	CAOG11000214360	1/2 - 1 Mile ESE
P73	CAOG11000200750	1/2 - 1 Mile ESE
P74	CAOG11000209732	1/2 - 1 Mile ESE
P75	CAOG11000209721	1/2 - 1 Mile ESE
76	CAOG11000209720	1/2 - 1 Mile ENE
P77	CAOG11000209737	1/2 - 1 Mile ESE
P79	CAOG11000214853	1/2 - 1 Mile ESE
P78	CAOG11000214852	1/2 - 1 Mile ESE
P80	CAOG11000209734	1/2 - 1 Mile ESE
P81	CAOG11000209733	1/2 - 1 Mile ESE
82	CAOG11000204906	1/2 - 1 Mile NE
Q83	CAOG11000209735	1/2 - 1 Mile ESE
84	CAOG11000209978	1/2 - 1 Mile ESE
Q85	CAOG11000205237	1/2 - 1 Mile ESE
Q86	CAOG11000209736	1/2 - 1 Mile ESE
Q87	CAOG11000209731	1/2 - 1 Mile ESE
R88	CAOG11000209722	1/2 - 1 Mile SE
R89	CAOG11000209723	1/2 - 1 Mile SE
R90	CAOG11000209740	1/2 - 1 Mile SE
R91	CAOG11000209745	1/2 - 1 Mile SE
92	CAOG11000213967	1/2 - 1 Mile South
93	CAOG11000209730	1/2 - 1 Mile ESE

PHYSICAL SETTING SOURCE MAP - 5328772.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Inglewood Transit Interconnector	CLIENT:	GeoSyntec
ADDRESS:	Manchester Blvd/Prairie Ave Inglewood CA 90301	CONTACT:	Mital Desai
		INQUIRY #:	5328772.2s
LAT/LONG:	33.95979 / 118.344019	DATE:	June 11, 2018 7:19 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
ESE **FED USGS** **USGS40000158925**
1/4 - 1/2 Mile
Lower

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-345730118201001		
Monloc name:	002S014W34C002S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18070104	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9583471
Longitude:	-118.3370195	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	Not Reported
Vert measure units:	Not Reported	Vertacc measure val:	Not Reported
Vert accmeasure units:	Not Reported		
Vertcollection method:	Not Reported		
Vert coord refsys:	Not Reported	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	835
Welldepth units:	ft	Wellholedepth:	835
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

A2
NW **CA WELLS** **2986**
1/2 - 1 Mile
Higher

Water System Information:

Prime Station Code:	02S/14W-28E01 S	User ID:	MET
FRDS Number:	1910051005	County:	Los Angeles
District Number:	15	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	335800.0 1182100.0	Precision:	Undefined
Source Name:	WELL 23 - DESTROYED		
System Number:	1910051		
System Name:	INGLEWOOD- CITY, WATER DEPT.		
Organization That Operates System:			
	ONE MANCHESTER BLVD		
	INGLEWOOD, CA 90301		
Pop Served:	110000	Connections:	14721
Area Served:	INGLEWOOD CITY		

A3
NW **CA WELLS** **2987**
1/2 - 1 Mile
Higher

Water System Information:

Prime Station Code:	02S/14W-28F01 S	User ID:	MET
FRDS Number:	1910051006	County:	Los Angeles
District Number:	15	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	335800.0 1182100.0	Precision:	Undefined
Source Name:	WELL 25 - DESTROYED		
System Number:	1910051		
System Name:	INGLEWOOD- CITY, WATER DEPT.		
Organization That Operates System:			
	ONE MANCHESTER BLVD		
	INGLEWOOD, CA 90301		
Pop Served:	110000	Connections:	14721
Area Served:	INGLEWOOD CITY		

A4
NW
1/2 - 1 Mile
Higher

CA WELLS **2988**

Water System Information:

Prime Station Code:	02S/14W-28M01 S	User ID:	MET
FRDS Number:	1910051007	County:	Los Angeles
District Number:	15	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	335800.0 1182100.0	Precision:	Undefined
Source Name:	WELL 26 - DESTROYED		
System Number:	1910051		
System Name:	INGLEWOOD- CITY, WATER DEPT.		
Organization That Operates System:			
	ONE MANCHESTER BLVD		
	INGLEWOOD, CA 90301		
Pop Served:	110000	Connections:	14721
Area Served:	INGLEWOOD CITY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
North
0 - 1/8 Mile

OIL_GAS **CAOG11000209982**

District nun:	1	Api number:	03714116
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Graham-Loftus Oil Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Blinn	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209982		

2
SSW
0 - 1/8 Mile

OIL_GAS **CAOG11000204825**

District nun:	1	Api number:	03705654
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Midland Petro. Co.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	33
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Peterson	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204825		

A3
North
0 - 1/8 Mile

OIL_GAS **CAOG11000209975**

District nun:	1	Api number:	03714109
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Boulevard Oil Co., Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Boardman-Blanchard	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209975		

A4
NNW **OIL_GAS** **CAOG11000209726**
1/8 - 1/4 Mile

District nun:	1	Api number:	03713671
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inglewood Comm.	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209726		

B5
North **OIL_GAS** **CAOG11000209715**
1/8 - 1/4 Mile

District nun:	1	Api number:	03713660
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Transwestern	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209715		

B6
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209974**

District nun:	1	Api number:	03714108
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	G. L. Bergman		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209974		

B7
NNW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209976**

District nun:	1	Api number:	03714110
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Calstar Petroleum Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209976		

Map ID
Direction
Distance

Database EDR ID Number

B8
NNW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209725**

District nun:	1	Api number:	03713670
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Globe	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209725		

B9
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209744**

District nun:	1	Api number:	03713689
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Prairie	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209744		

B10
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209750**

District nun:	1	Api number:	03713695
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	York Oil Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inglewood	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209750		

11
West **OIL_GAS** **CAOG11000209749**
1/8 - 1/4 Mile

District nun:	1	Api number:	03713694
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	John A. Woodward, Jr.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Thornton	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209749		

C12
NW **OIL_GAS** **CAOG11000209996**
1/8 - 1/4 Mile

District nun:	1	Api number:	03714130
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Lyon & Bassett		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Lyon & Bassett	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209996		

C13
NW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209998**

District nun:	1	Api number:	03714132
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Edwin A. McKanna		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209998		

C14
NNW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209997**

District nun:	1	Api number:	03714131
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	McAdams Oil Syndicate		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Mcadams	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209997		

Map ID
Direction
Distance

Database EDR ID Number

B15
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209981**

District nun:	1	Api number:	03714115
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	P	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209981		

B16
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209718**

District nun:	1	Api number:	03713663
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Scott Brothers Well Drilling Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209718		

B17
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209984**

District nun:	1	Api number:	03714118
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	H. J. Hanna		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209984		

D18
NNW **OIL_GAS** **CAOG11000209985**
1/8 - 1/4 Mile

District nun:	1	Api number:	03714119
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	P. F. Harbrecht		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Rawco	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209985		

D19
NNW **OIL_GAS** **CAOG11000209967**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714101
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Hassen	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209967		

C20
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209992**

District nun:	1	Api number:	03714126
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Neace	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209992		

E21
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000210005**

District nun:	1	Api number:	03714147
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210005		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

F22
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209743**

District nun:	1	Api number:	03713688
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Prairie	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209743		

C23
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209719**

District nun:	1	Api number:	03713664
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	A
Operator name:	Suse Seeburg		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000209719		

E24
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000202248**

District nun:	1	Api number:	03702090
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	20
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000202248		

E25
East **OIL_GAS** **CAOG11000209999**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714133
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cemetery	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209999		

D26
North **OIL_GAS** **CAOG11000209724**
1/4 - 1/2 Mile

District nun:	1	Api number:	03713669
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Gascho	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209724		

D27
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209970**

District nun:	1	Api number:	03714104
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Fee	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209970		

D28
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209980**

District nun:	1	Api number:	03714114
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	P	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209980		

Map ID
Direction
Distance

Database EDR ID Number

C29
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209993**

District nun:	1	Api number:	03714127
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Inter-Coast Oil & Transport Co. Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inter-Coast Oil Co. G.P.	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209993		

E30
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209712**

District nun:	1	Api number:	03713654
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	18
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209712		

D31
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209972**

District nun:	1	Api number:	03714106
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inglewood	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209972		

E32
East **OIL_GAS** **CAOG11000202247**
1/4 - 1/2 Mile

District nun:	1	Api number:	03702089
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000202247		

E33
East **OIL_GAS** **CAOG11000209710**
1/4 - 1/2 Mile

District nun:	1	Api number:	03713652
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	16
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209710		

D34
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209969**

District nun:	1	Api number:	03714103
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Fee	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209969		

E35
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209711**

District nun:	1	Api number:	03713653
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209711		

Map ID
Direction
Distance

Database EDR ID Number

G36
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209983**

District nun:	1	Api number:	03714117
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Hugh Grant (Robert Bromberg, Trustee)		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209983		

E37
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209713**

District nun:	1	Api number:	03713655
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	19
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209713		

F38
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209968**

District nun:	1	Api number:	03714102
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Fee	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209968		

G39
NNW **OIL_GAS** **CAOG11000209986**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714120
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Heltur Oil Co., Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209986		

G40
NNW **OIL_GAS** **CAOG11000209973**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714107
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Sloan	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209973		

D41
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209966**

District nun:	1	Api number:	03714100
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Argo Oil Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Argo	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209966		

G42
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209988**

District nun:	1	Api number:	03714122
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	G. E. Hutchinson & Assoc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209988		

Map ID
Direction
Distance

Database EDR ID Number

H43
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206331**

District nun:	1	Api number:	03708251
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206331		

I44
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000208215**

District nun:	1	Api number:	03710656
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000208215		

I45
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000202246**

District nun:	1	Api number:	03702088
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000202246		

I46
East **OIL_GAS** **CAOG11000210006**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714148
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210006		

G47
NNW **OIL_GAS** **CAOG11000209971**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714105
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Grant Inglewood	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209971		

I48
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000213959**

District nun:	1	Api number:	03719655
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cementery	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000213959		

H49
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206341**

District nun:	1	Api number:	03708270
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206341		

Map ID
Direction
Distance

Database EDR ID Number

H50
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206332**

District nun:	1	Api number:	03708252
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206332		

H51
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206342**

District nun:	1	Api number:	03708271
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206342		

J52
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209991**

District nun:	1	Api number:	03714125
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209991		

K53
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000215022**

District nun:	1	Api number:	03722895
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Vortex Energy & Mnrls. Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Turf	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000215022		

K54
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209748**

District nun:	1	Api number:	03713693
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Vortex Energy & Mnrls. Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Turf	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	9335		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209748		

L55
ESE **OIL_GAS** **CAOG11000209741**
1/2 - 1 Mile

District nun:	1	Api number:	03713686
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209741		

56
East **OIL_GAS** **CAOG11000205079**
1/2 - 1 Mile

District nun:	1	Api number:	03706036
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress Heights	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205079		

Map ID
Direction
Distance

Database EDR ID Number

J57
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209990**

District nun:	1	Api number:	03714124
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209990		

K58
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209987**

District nun:	1	Api number:	03714121
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Hollywood Turf Club		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pacific Southwest	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209987		

L59
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209989**

District nun:	1	Api number:	03714123
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209989		

M60
ESE **OIL_GAS** **CAOG11000209746**
1/2 - 1 Mile

District nun:	1	Api number:	03713691
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Turf Club	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209746		

N61
ESE **OIL_GAS** **CAOG11000210007**
1/2 - 1 Mile

District nun:	1	Api number:	03714149
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210007		

N62
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000210008**

District nun:	1	Api number:	03714150
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210008		

N63
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209709**

District nun:	1	Api number:	03713651
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209709		

Map ID
Direction
Distance

Database EDR ID Number

M64
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000200759**

District nun:	1	Api number:	03700339
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000200759		

M65
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209738**

District nun:	1	Api number:	03713683
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209738		

N66
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209742**

District nun:	1	Api number:	03713687
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209742		

O67
ESE **OIL_GAS** **CAOG11000200752**
1/2 - 1 Mile

District nun:	1	Api number:	03700270
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000200752		

68
North **OIL_GAS** **CAOG11000204909**
1/2 - 1 Mile

District nun:	1	Api number:	03705767
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Petroleum Securities Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Parent	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204909		

O69
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209739**

District nun:	1	Api number:	03713684
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209739		

70
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000205055**

District nun:	1	Api number:	03705990
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potter & Smith	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205055		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

O71
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000201103**

District nun:	1	Api number:	03701154
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000201103		

P72
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000214360**

District nun:	1	Api number:	03721399
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	16
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214360		

P73
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000200750**

District nun:	1	Api number:	03700268
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000200750		

P74
ESE **OIL_GAS** **CAOG11000209732**
1/2 - 1 Mile

District nun:	1	Api number:	03713677
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209732		

P75
ESE **OIL_GAS** **CAOG11000209721**
1/2 - 1 Mile

District nun:	1	Api number:	03713666
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Hardy Community	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209721		

76
ENE **OIL_GAS** **CAOG11000209720**
1/2 - 1 Mile

District nun:	1	Api number:	03713665
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Farrell	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209720		

P77
ESE **OIL_GAS** **CAOG11000209737**
1/2 - 1 Mile

District nun:	1	Api number:	03713682
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209737		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

P79
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000214853**

District nun:	1	Api number:	03722239
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWF
Site id:	CAOG11000214853		

P78
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000214852**

District nun:	1	Api number:	03722239
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWF
Site id:	CAOG11000214852		

P80
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209734**

District nun:	1	Api number:	03713679
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209734		

P81
ESE **OIL_GAS** **CAOG11000209733**
1/2 - 1 Mile

District nun:	1	Api number:	03713678
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209733		

82
NE **OIL_GAS** **CAOG11000204906**
1/2 - 1 Mile

District nun:	1	Api number:	03705763
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Petroleum Securities Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Connolly	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204906		

Q83
ESE **OIL_GAS** **CAOG11000209735**
1/2 - 1 Mile

District nun:	1	Api number:	03713680
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209735		

84
ESE **OIL_GAS** **CAOG11000209978**
1/2 - 1 Mile

District nun:	1	Api number:	03714112
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Cypress Petroleum Co. of Calif.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Dekoch	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000209978		

Map ID
Direction
Distance

Database EDR ID Number

Q85
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000205237**

District nun:	1	Api number:	03706294
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000205237		

Q86
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209736**

District nun:	1	Api number:	03713681
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209736		

Q87
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209731**

District nun:	1	Api number:	03713676
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209731		

R88
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209722**

District nun:	1	Api number:	03713667
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Hardy Community	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209722		

R89
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209723**

District nun:	1	Api number:	03713668
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Hardy Community	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000209723		

R90
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209740**

District nun:	1	Api number:	03713685
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pacific Southwest	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209740		

R91
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209745**

District nun:	1	Api number:	03713690
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Turf	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209745		

Map ID
Direction
Distance

Database EDR ID Number

92
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213967**

District nun:	1	Api number:	03720016
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Union Oil Company of California		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Lennox E.H.	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000213967		

93
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209730**

District nun:	1	Api number:	03713675
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209730		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90301	3	1

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX G

Hazard and Hazardous Materials Technical Memorandum

Geosyntec consultants

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3 July 2018

John Thomason
Senior Project Manager
Meridian Consultants
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Subject: **Inglewood Transit Connector**
Hazardous Material Assessment and Hazard and Hazardous Materials Technical Memorandum

Dear Mr. Thomason:

Geosyntec Consultants (Geosyntec) has prepared *Hazardous Material Assessment* and *Hazard and Hazardous Materials* technical memorandums at your request for the above referenced project and are being delivered as attachment to this letter.

Should you have any questions or need additional information please do not hesitate to contact Mital Desai (mdesai@geosyntec.com) at (626)788-4634.

Sincerely,

Mital Desai
Senior Professional

Jane M. Besch

Jane Besch
Principal

Attachment A: Hazardous Material Assessment
Attachment B: Hazard and Hazardous Materials

ATTACHMENT B
Hazard and Hazardous Materials

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Inglewood Transit Connector
Technical Memorandum
Hazards and Hazardous Materials

1. INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) understands that the City of Inglewood (City) is planning the development of an automated people mover (APM) system (approximately 1.8-mile-long) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via the Market Street and Manchester Blvd in the City of Inglewood (referred as Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five potential Intermodal Transit Facilities (ITF)/Maintenance and Storage Facilities (MSF) locations. Geosyntec has prepared this Hazard and Hazardous Materials Technical Memorandum (Report) which includes a description of the Project-related environmental setting, regulatory framework, significance criteria, and potential environmental impacts associated with Hazards and Hazardous Materials to be included in the Initial Study.

2. PROJECT DESCRIPTION

The proposed rail alignment and the ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at Market Street North Connection with the Metro Crenshaw Line), West Manchester Boulevard, and North Prairie Avenue (terminates at West Century Boulevard at the LASED as shown in Figure 1). The entire rail alignment and the ICS are expected to be elevated. In addition, five sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as also shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as Project Site.

3. ENVIRONMENTAL SETTING

A Hazardous Material Assessment (HMA) was prepared by Geosyntec for the Project Site [Geosyntec, 2018]. The goal of the HMA was limited to a desk-top review of electronic and readily- available government and regulatory agency database to identify potential subsurface (in soil and/or groundwater) environmental impacts occurring from a past, current, or potential future release of hazardous substances and/or petroleum products at the Project Site (referred as “Environmental Impact”). The pertinent findings (described in detail in HMA and not repeated herein) were:

- The rail road alignment is proposed within the public ROW and was not found in any databases.
- The ITF/MSF sites are proposed on commercial properties that were found in databases that indicates their use (historical or current) as gas stations, dry cleaners, parking lots etc. and for use/storage/management of hazardous materials in various quantities. Due to the nature of the activities that occur at these facilities/businesses, there is a potential for Environmental Impact at these sites which should be evaluated/addressed in accordance with industry standards and applicable regulations upon final determination of ITF/MSF locations.
- In addition, a portion of the Project Site also falls within the Potrero Oil and Gas Field which could have potential issues related to oil and gas field such as methane, hydrogen sulfide, leaking wells, wells not abandoned to current standards, other contaminants etc. Such issues should be evaluated/addressed in accordance with industry standards and applicable regulations.

4. REGULATORY FRAMEWORK

The section identifies the local, state and federal statutes that govern the production, storage and transport of hazardous materials.

4.1 Federal

The Resource Conservation and Recovery Act (RCRA)[1] RCRA is the principal law that regulates the generation, transportation, treatment, storage and disposal of hazardous waste. RCRA regulation framework provides management of hazardous substances from the time of generation to the point of disposal.

The Emergency Planning and Community Right-to-Know Act (EPCRA) improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans. EPCRA also established reporting obligations for facilities that store or manage specified chemicals.

According to the Department of Transport (DOT) Hazardous Materials Transportation Act[2], DOT, in conjunction with U.S. EPA, is responsible for enforcement and implementation of federal laws pertaining to safe storage and transportation of hazardous material.

The Occupational Safety and Health Administration (OSHA) provision as set forth in 29 Code of Federal Regulations (CFR) § 1910 contains provisions for safety of the general industry

[1] 42 United States Code (USC) § 6901-6992(k).
[2] 49 USC 5101

workers with respect to hazardous material handling. The OHSA provisions set forth in 29 CFR §1926 contains provisions for safety for construction with respect to hazardous material handling.

4.2 State

In California, the California Code of Regulations (CCR) Title 22 defines, categorizes and lists hazardous materials and wastes, and Title 23 addresses public health and safety issues related to hazardous materials and wastes and specifies disposal options. The Hazardous Waste Control Law of 1972[3] established the California Hazardous Waste Control Program in California.

The Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA protects and improves the health and safety of workers as set forth in CCR, Title 8.

Cal-EPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The program addresses the following six programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plan);
- California Accidental Release Prevention (CalARP) Program;
- Underground Storage Tank (UST) Program;
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasures (SPCC) Plans;
- Hazardous Waste Generators and On-Site Hazardous Waste Treatment (tiered permitting) Programs; and
- California Uniform Fire Code (UFC): Hazardous Materials Management Plans and Hazardous Materials Inventory Statements.

The Unified Program is implemented at the local level by a local agency: the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the above six program elements within its jurisdiction. Los Angeles County, Fire Department (LACFD) is the CUPA for the Project Site.

California regulates USTs pursuant to California Health and Safety Code, Division 20, Chapter 6.7 and CCR Title 23, Division 3, Chapter 16 and 18. Oversight of the statewide UST program is assigned to the State Water Resources Control Board and typically on the local level, to the fire department. The LACFD administers and enforces federal and state laws and local ordinances for USTs at the Project Site.

[3] California Health and Safety Code § 25100.

In the State of California, hazardous materials sites are consolidated in "CORTESE" list by various state agencies pursuant to the Government Code Section 65962.5 which includes the following lists:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database;
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Order (CAO) from Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

The databases referenced above identify facilities with suspected and confirmed releases of hazardous materials to soil and/or groundwater.

4.3 Regional and Local

Various regional agencies enforce federal and state regulations in the Project area, including South Coast Air Quality Management District (SCAQMD) and Los Angeles Regional Water Quality Control Board (LARWQCB). The SCAQMD regulates air quality and sets control for the emission of VOCs in Rule 1166, toxic air contaminants in Rule 1466, nuisance in Rule 403 and fugitive dust in Rule 403. The LARWQCB regulates unauthorized release that may result in pollution of regional water bodies. LACFD oversees tank monitoring, installation, removal and site mitigation. The federal government and the State require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to submit a business plan to their local CUPA. The LACFD requires preparation, submittal and implementation of a business plan on a yearly basis if a business uses, stores, or manufactures a hazardous material in any amount. The business plan should require an inventory of the hazardous materials and set forth emergency response plans and procedures to be used in an event of significant or threatened significant release of a hazardous substance.

5. SIGNIFICANCE CRITERIA

Potential impacts of hazards and hazardous material on the public and environment were evaluated based on the known existing potentially hazardous materials used/stored at the Site or are expected to be used/stored at the Site during construction and operation. Criteria for determining the significance of impacts related to the hazards and hazardous materials are based

upon criteria contained in the California Environmental Quality Act (CEQA) Guidelines Appendix G Checklist and are as follows:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

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

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

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

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

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

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

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

These criteria are discussed in the following sections.

6. POTENTIAL ENVIRONMENTAL IMPACTS

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

The Project may involve the following activities and/or use of hazardous substances during construction that may adversely impact the environment, and/or construction workers and off-Site receptors:

- The existing buildings will be demolished for the construction of MSF. This has potential to contain hazardous materials such as asbestos containing material (ACM), lead-based paint and other potentially hazardous building materials in some form as part of the building materials, such as PCBs, mercury, or chlorofluorocarbons (CFCs) in fluorescent lighting and electrical switches. The demolition of the structures, and subsequent removal and disposal of potential hazardous materials, has the potential to release these hazardous materials into the environment and may expose members of the public in the vicinity of the demolition activities. However, by complying with applicable regulations, impacts would be less than significant.

- Excavation of soil impacted with petroleum hydrocarbons or dry-cleaning solvents or other contaminants may be encountered during construction activities at the Site. The on-Site construction workers and off-Site receptors may be exposed to such impacted soil via direct contact and/or indirect exposures during excavation/grading, loading and transportation. However, by complying with applicable regulations, impacts would be less than significant.

- Use of common construction materials such as fuels, paints, cleaners, solvents, and welding materials are also expected during construction. An accidental spill of such materials may impact the environment, on-Site construction workers and possibly off-Site receptors. The construction contractor shall develop a Spill Prevention and Control Plan (SPCC) in accordance with all applicable local, state and federal regulations to minimize the potential for and effects from spills of hazardous, toxic or petroleum substances during construction activities and therefore, such impacts would be less than significant.

The proposed Project will include MSF that is expected to use/store bulk quantities of hazardous materials such as fuel (potentially in underground storage tanks [USTs]), solvents, oil, transmission fluid, paints and other chemicals needed for maintenance and service during Project operation. Such materials should be stored and handled in accordance with all applicable local, state and federal regulation including but not limited to the requirement of the Unified Program such as implementation of Risk Management Plan (RMP), Hazardous Material Business Plan (HMBP) and Emergency Response Plan (ERP). Consequently, the Project operations would result in a less than significant hazardous material impact due to transport, use or disposal of hazardous material.

6.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

An accidental spill of common construction materials such as fuels, paints, cleaners, solvents, and welding materials may impact the environment. However, by complying with existing regulations governing the storage and handling of such chemicals, impacts would be less than significant.

In addition, the MSF is expected to use/store bulk quantities of hazardous materials such as fuel, solvents, oil, transmission fluid, paints and other chemicals that would have the potential to be released into the environment if not properly handled and stored. However, by complying with existing regulations governing the storage and handling of such chemicals, impacts would be less than significant.

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

Preschools, schools and daycare centers are considered sensitive receptors for hazardous material issues because children are more susceptible than adults to the effect of many hazardous materials. There are multiple schools, child development centers located within approximately 0.25 miles of the Project Site. However, by complying with existing regulations governing the storage and handling of such chemicals, impacts would be less than significant.

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

Portions of the Project Site is known to be on the "HIST CORTESE" list but not on active "CORTESE" list of sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts related to hazardous materials sites is less than significant.

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

The closest airport is Los Angeles International Airport (LAX) and the Project Site is not located within LAX airport influence area. Therefore, the proposed Project would not place structures or additional persons within an airport land use plan, runway clear zone, or other airport-related hazard area. Therefore, impacts related to safety hazard associated with public airports would be less than significant.

6.6 For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area

The Project is not located within the vicinity of a private airstrip. Therefore, no impact related to safety hazards associated with private airstrips would occur.

6.7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency

An emergency response plan was not available for the City of Inglewood (City). However, the City has planned evacuation routes assuming "worst case" displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault as described in its General Plan, Safety Element (adopted July 1995). Prairie Avenue is one of the major arteries to be used for evacuation to the south and Manchester Boulevard to be used for evacuation to the east or west depending on rupture of Inglewood or Potrero fault.

A City department that responses to such a disaster was not known until the date of this report. During the permitting process with the City, access to the Project Site will be designed to provide access for emergency response vehicles to the satisfaction of the City. Consequently, the proposed Project will not impair implementation of or physically interfere with the City's emergency evacuation plan and will result in a less than significant impact.

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

Project Site is located in an urbanized developed area and is not within a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ) as designated by CAL FIRE. Therefore, no impact related to the exposure of people or structures to a risk of loss, injury, or death involving wildland fires would occur.

LIMITATIONS

The professional opinions and recommendations expressed in this Report are made in accordance with generally accepted standards of practice and were based largely on source information provided by others. No other warranty is either expressed or implied. Geosyntec is responsible for the findings contained in this Report based on the data available and information relating only to the specific Project and location discussed herein. Geosyntec is not responsible for use of the information contained in this Report for purposes other than those expressly stated in this Report, namely supporting the completion of the initial study checklist. Geosyntec is not responsible for any conclusions or recommendations made by others based upon the data or conclusions contained herein unless given the opportunity to review them and concur with them in writing.

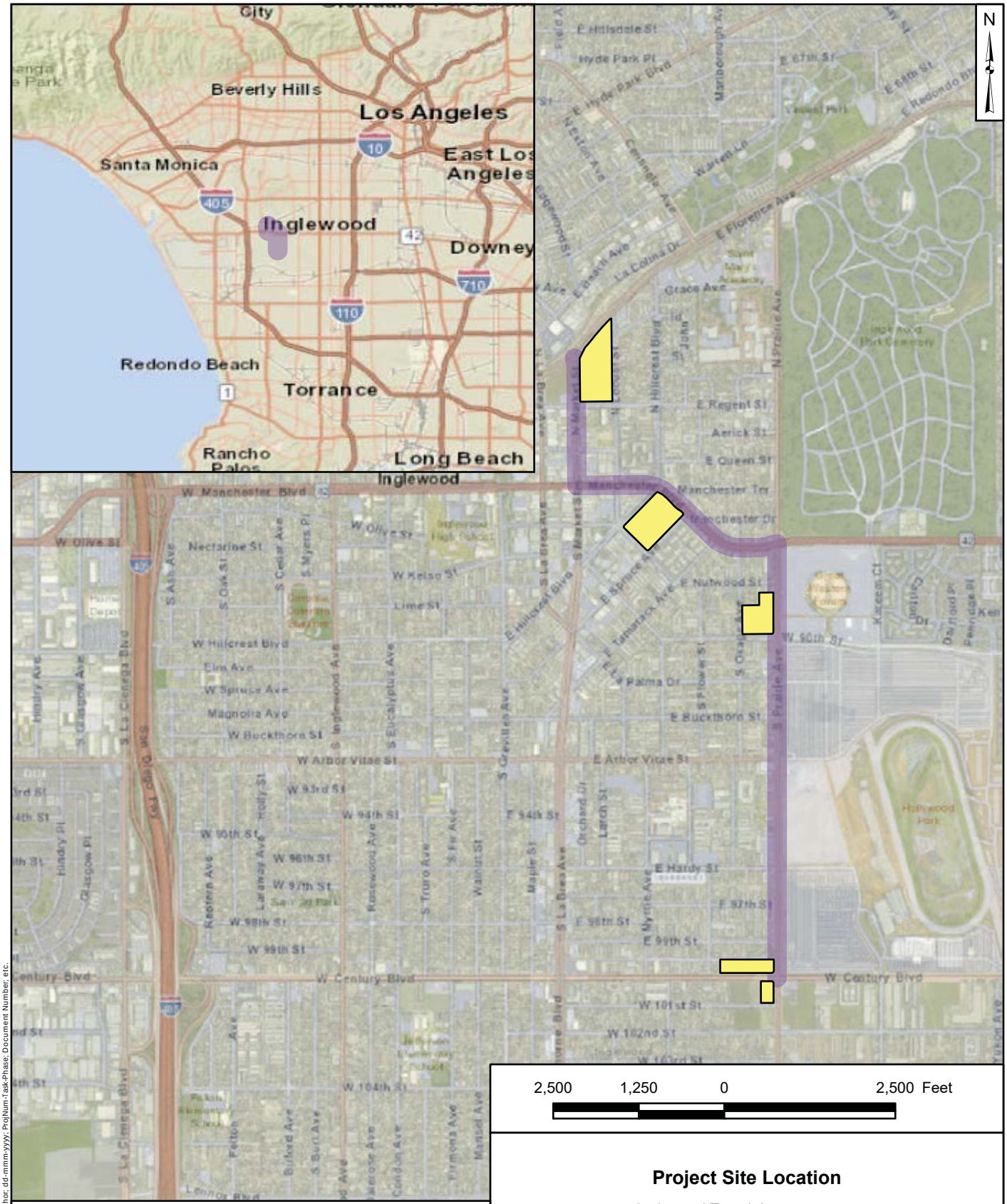
7. REFERENCES

Geosyntec Consultants, 2018 Hazardous Material Assessment, Inglewood Transit Connector. June.

City of Inglewood. 1995. Safety Element, Inglewood General Plan, Adopted July 1995.

Figure 1: Project Site Location

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

P:\GIS\HPA1043\HPA1043.aprx; author; dd-mmm-yyyy; ProjNum-Task-Phase; Document Number; etc.

APPENDIX H

Hydrology and Water Quality Technical Memorandum

Geosyntec consultants

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3 July 2018

John Thomason
Senior Project Manager
Meridian Consultants
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Subject: **Inglewood Transit Connector**
Hydrology and Water Quality Technical Memorandum

Dear Mr. Thomason:

Geosyntec Consultants (Geosyntec) has prepared *Hydrology and Water Quality* Technical Memorandum at your request for the above referenced project and is being delivered as attachment to this letter.

Should you have any questions or need additional information please do not hesitate to contact Megan Otto (mmotto@geosyntec.com) at (619)810-4043.

Sincerely,

Megan Otto
Senior Engineer

Cutris Fang
Professional Engineer

Attachment A: Hydrology and Water Quality

ATTACHMENT A
Hydrology and Water Quality

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Inglewood Transit Connector
Technical Memorandum
Hydrology and Water Quality

1 INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) understands that the City of Inglewood (City) is planning the development of an automated people mover (APM) system (approximately 1.8-mile-long) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via the Market Street and Manchester Blvd in the City of Inglewood (referred as Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five Intermodal Transit Facilities (ITF)/Maintenance and Storage Facilities (MSF). Geosyntec has examined potential impacts to the proposed Project related to Hydrology and Water Quality and have documented the findings in this Hydrology and Water Quality Technical Memorandum (Report).

2 PROJECT DESCRIPTION

The proposed rail alignment and the ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at Market Street North Connection with the Metro Crenshaw Line), West Manchester Boulevard, and North Prairie Avenue (terminates at West Century Boulevard at the LASED as shown in Figure 1). The entire rail alignment and the ICS are expected to be elevated. In addition, five sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as also shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as Project Site.

The proposed Project alignment spans approximately 1.8 miles along a 100-ft wide public right-of-way, covering a total area of approximately 22 acres. The proposed ITF/MSF sites cover another 20 acres.

3 ENVIRONMENTAL SETTING

This section describes the existing environmental conditions of the Project Site, as relevant to hydrology and water quality.

3.1 Climate

The Project Site is approximately 5.5 miles from the Santa Monica Bay shoreline and has a typical warm summer Mediterranean climate, which is characterized by rainy, moderately cold winters and dry, warm summers. Utilizing the monthly average climate data from the closest two National Oceanic and Atmospheric Administration (NOAA) weather gauges (Hawthorne Municipal Airport[1] and Los Angeles International Airport[2]) (NOAA, 2018), the annual cumulative precipitation depth from year 1999 to 2017[3] is shown in Figure 2. The annual cumulative precipitation varies widely, ranging from about 3.5 inches measured in the driest year (2013) to just over 20 inches in the wettest year (2010). The monthly average precipitation depth during the examined periods is shown in in Figure 3. As shown in the figure, the average monthly precipitation varies from less than 0.01 inch in August to 2.6 inches in February.

The monthly average ambient temperature range is shown in Figure 4. As shown in the figure, the ambient temperature at Project site varies moderately throughout the year. The monthly average minimum temperature varies from 49°F in December to 64°F in September; the monthly average maximum temperature varies from 66˚F in December to 79˚F in September.

3.2 Geology

The proposed Project Site is located within the central portion of the Los Angeles Basin, south of the Santa Monica Mountains, near the intersection of the Peninsular Ranges and Transverse Ranges geomorphic provinces of southern California.

Potential geologic hazards evaluated which could possibly affect the Project Site include slope instability, floods, seiches, and tsunamis. Tsunamis are seismically induced waves generated by sudden movements of the ocean bottom during submarine earthquakes, landslides or volcanic activity. Seiches are similarly generated but are oscillating waves within bodies of water such as reservoirs, lakes or bays. As shown in Figure 5, the Project Site is not located within any landslide, liquefaction and tsunami inundation zones as mapped by California Geological Survey (CGS) (CGS, 2015).

[1] Approximately 2.0 miles from southern boundary of the Project Site.
[2] Approximately 3.5 miles from southern boundary of the Project Site.
[3] These is the time period when complete year round data is available from both stations.

3.3 Soils

The surface soil types of the Project Site and vicinity are illustrated in Figure 6. Approximately 70% of the Project Site is above Soil Type 013 (Ramona Loam[4]), and 30% of the Project Site is above Soil Type 016 (Yolo Loam). Both soil types are classified as hydrologic soil group (HSG) C. HSG is an indicator of unsaturated hydraulic conductivity, which impacts if and how infiltration type stormwater management best management practices (BMPs) would be designed, if required. Saturated hydraulic conductivity is typically somewhat restricted through HSG C, and hence the project site may or may not be conductive to infiltration type BMPs, depending on further site-specific soil property determination (NRCS, 2007).

3.4 Land Uses

The existing land uses of the Project Site and vicinity are illustrated in Figure 7 (SCAG, 2005[5]) and summarized in Table 1. These values are approximate and do not reflect detailed ground conditions; it is expected that these number will be refined as the Project design phase progresses.

More than 90% of the Project Site is located in highly impervious commercial and transportation right-of-way area[6]. The area-weighted imperviousness of the existing land use condition of the Project Site is calculated as 92%.

Table 1. Existing Land Use Summary for Project Footprint

Project Site Component	Land Use	Area (ft^2)	Imperviousness (%)[7]
ITF and MTF	Commercial	713,900	96%
	Education	139,800	82%
	Multi-Family Residential	17,200	59%
Rail Transit	Transportation Right-of-Way	950,400	91%
Total		**1,821,300**	**92%**

[4] Soil name was found in Appendix C of the Los Angeles County Hydrology Manual (LACDPW, 2006)
[5] SCAG data were post-processed to group similar land use types
[6] The total proposed "rail transit" area is classified as transportation right-of-way, assuming the impacted area is the right-of-way width along the length of the project, per Figures 2.2-1 through 2.2-5 of *Envision Inglewood* (City of Inglewood, 2018).
[7] Imperviousness is land use specific and is obtained from Appendix D of the Los Angeles County Hydrology Manual (LACDPW, 2006)

3.5 Watershed Description

As shown in Figure 8, the Project Site is located within two watersheds in the southern California Coastal Subregion. The uppermost section of the Project (24% of the Project footprint) is located approximately 1.3 miles (as the crow flies) from the headwaters of Centinela Creek, in the Ballona Creek Watershed. Centinela Creek flows to Ballona Creek Reach 2[8], which eventually flows to the Santa Monica Bay. The southern section of the Project (76% of the Project footprint) is located approximately 1.3 miles (as the crow flies) upstream of the headwaters of the upper Dominguez Channel watershed. The Dominguez Channel eventually drains south toward Alamitos and ultimately the Los Angeles Harbor.

There are existing storm drain inlets and storm drains along both segments of the Project alignment. The drains would convey stormwater runoff downstream, and ultimately, to the respective water bodies. Figure 9 reflects the Los Angeles County Flood Control District (LACFCD) facilities as well as the catch basin inlets observed in the field.

3.5.1 Beneficial Uses

The phrase "beneficial uses" refers to the various ways water can be used. Los Angeles Regional Water Quality Control Board (LARWQCB) designates beneficial uses for surface and groundwater. Together with water quality objectives for specific beneficial uses, these beneficial uses form the basis of developing water quality standards.

Taken directly from the Basin Plan for the Coastal Watershed of Los Angeles and Ventura Counties (LARWQCB, 2018; herein referred as the "Basin Plan"), the beneficial uses (potential, existing, and intermittent) for Ballona Creek Reach 2[9] include:

- Municipal and Domestic Supply (MUN): Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Navigation (NAV): Uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.
- Commercial and Sport Fishing (COMM): Uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- Warm Freshwater Habitat (WARM): Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

[8] Defined as Ballona Creek south of National Boulevard (LARWQCB, 2018).
[9] The Basin Plan does not define beneficial uses for Centinela Creek.

- Estuarine Habitat (EST): Uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).
- Marine Habitat (MAR): Uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds).
- Wildlife Habitat (WILD): Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- Rare, Threatened, or Endangered Species (RARE): Uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of one or more plant or animal species established under state or federal law as rare, threatened, or endangered.
- Migration of Aquatic Organisms (MIGR): Uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
- Spawning, Reproduction, and/or Early Development (SPWN): Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
- Shellfish Harvesting (SHELL): Uses of water that support habitats suitable for the collection of filter-feeding shellfish (e.g., clams, oysters, and mussels) for human consumption, commercial, or sports purposes.

Taken directly from the Los Angeles Basin Plan, the beneficial uses (potential, existing, and intermittent) for Dominguez Channel include:

- Municipal and Domestic Supply (MUN): Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Navigation (NAV): uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.
- Commercial and Sport Fishing (COMM): Uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- Warm Freshwater Habitat (WARM): Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

- Estuarine Habitat (EST): Uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).
- Marine Habitat (MAR): Uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds)
- Wildlife Habitat (WILD): Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources
- Rare, Threatened, or Endangered Species (RARE): Uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of one or more plant or animal species established under state or federal law as rare, threatened, or endangered
- Migration of Aquatic Organisms (MIGR): Uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish
- Spawning, Reproduction, and/or Early Development (SPWN): Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.

3.5.2 Surface Water Quality

Existing conditions at the Project Site are generally impervious commercial and transportation land uses. No site-specific water quality data are currently available. However, stormwater runoff in the existing, and potentially the proposed, condition could contain pollutants commonly found in runoff from commercial, industrial, and transportation sites including:

- Sediments (Total Suspended Solids [TSS] and Turbidity): Excessive erosion, transport, and deposition of sediment in surface waters are a significant form of pollution resulting in major water quality problems, such as filling interstitial spaces of spawning gravels, impairing fish food sources, filling rearing pools, and reducing beneficial habitat structure in stream channels. In addition, excessive sediment can cause taste and odor problems in drinking water supplies and block water intake structures. Sources of sediment from commercial properties include wind-blown dust and particles, and sediment tracked on site from vehicles.
- Nutrients (Phosphorus and Nitrogen [Nitrate+Nitrite-N, Ammonia-N, and Total Nitrogen]): Nutrients of concern include the inorganic forms of nitrogen (nitrate, nitrite and ammonia) and phosphorus. Organic forms of nitrogen are associated with

vegetative matter such as particulates from sticks and leaves. Inorganic forms of nitrogen include nitrate, nitrite and ammonia. Total nitrogen (TN) is a measure of all nitrogen present, including inorganic and particulate forms. Phosphorus can be measured as total phosphorus (TP) or as dissolved phosphorus. Dissolved phosphorus is the more bioavailable form of phosphorus. TP is often composed mostly of soil-related particulate phosphorus. There are several sources of nutrients in urban areas and the likely sources associated with an office building complex are: fertilizers in runoff from landscaped areas, pet wastes, atmospheric deposition from industry and automobile emissions, and soil erosion. Eutrophication due to excessive nutrient input can lead to changes in algae, benthic, and fish communities; extreme eutrophication can cause hypoxia or anoxia, resulting in fish death. Surface algal scum, water discoloration, and the release of toxins from sediment can also occur.

- Trace Metals (Aluminum, Copper, Iron, Lead, and Zinc): The primary sources of trace metals in stormwater are typically commercially available metals used in transportation (e.g. automobiles), vehicle maintenance, buildings, and infrastructure. Metals are also found in fuels, adhesives, paints, and other coatings. Metals are a source of concern because of the potential for toxic effects on aquatic life and the potential for groundwater contamination. High metal concentrations can lead to bioaccumulation in fish and shellfish and affect the beneficial uses of receiving waters.
- Pathogens (Bacteria, Viruses, and Protozoa): Runoff that flows over land can mobilize pathogens, including bacteria and viruses. The presence of pathogens in runoff can impair receiving waters and contaminate drinking water sources. Sources of pathogens in urban areas may leaky sanitary sewer pipes, pet, wildlife and human fecal wastes.
- Petroleum Hydrocarbons (Oil and Grease and polycyclic aromatic hydrocarbons [PAHs]): The sources of oil, grease, and other petroleum hydrocarbons include spillage fuels and lubricants, discharge of domestic and industrial wastes, atmospheric deposition, and runoff. Runoff can be contaminated by leachate from asphalt roads, wearing of tires, and deposition from automobile exhaust. Petroleum hydrocarbons, such as PAHs, can bioaccumulate in aquatic organisms from contaminated water, sediments, and food; they are toxic to aquatic life at low concentrations. Hydrocarbons can persist in sediments for long periods of time and result in adverse impacts on the diversity and abundance of benthic communities. Hydrocarbons can be measured as total petroleum hydrocarbons (TPH), oil and grease, or as individual groups of hydrocarbons, such as PAHs.
- Pesticides (herbicides, insecticides and fungicides): Pesticides are chemical compounds commonly used to control insects, rodents, plant diseases, and weeds. Excessive application of a pesticide in connection with landscaping may result in runoff containing toxic levels of its active component. Pesticides may be classified as organochlorine pesticides or organophosphorus pesticides, the former being associated with persistent

bioaccumulative pesticides (e.g. DDT and other legacy pesticides) that have been banned. Organophosphorus pesticides include diazinon and chlorpyrifos whose uses also are being restricted by United States Environmental Protection Agency (USEPA).

- Trash & Debris: Trash (such as paper, plastic, polystyrene packing foam, and aluminum materials) and biodegradable organic debris (such as leaves, grass cuttings, and food waste) are general waste products on the landscape that can be entrained in urban runoff. The presence of trash and debris may have a significant impact on the recreational value of a water body and aquatic habitat. Excess organic matter can create a high biochemical oxygen demand in a water body and thereby lower its water quality. Also, in areas where stagnant water exists, the presence of excess organic matter can promote conditions resulting in the growth of undesirable organisms and the release of odorous and hazardous compounds such as hydrogen sulfide.
- pH: pH is an indicator of acidity in water and other aqueous solution. Natural stormwater runoff typically has pH value ranging between 6 to 9. Untreated discharge of acidic or basic solvents used in industrial and commercial activities may result in higher or lower pH in the stormwater runoff, which will cause significant impact to aquatic life and recreational uses of downstream receiving waters.

3.6 Groundwater

As shown in Figure 8, the Project Site overlies the West Coast groundwater basin, which is a confined aquifer in the southwestern part of the Los Angeles Coastal Plain. As one of the most heavily utilized urban basins in California, the West Coast basin has since been adjudicated by Water Replenishment District of Southern California (WRD) to remediate saltwater intrusion (West Basin Municipal Water District, 2018). Approximately 18 percent of the City's water supply is groundwater from the West Coast basin using five extraction wells located throughout the City (City of Inglewood, 2016).

Average annual depth to groundwater at the Project Site is estimated at approximately 220 feet below ground surface. Based on a review of the Seismic Hazard Zone Report for the Inglewood Quadrangle (CDMG, 1998), the highest historical groundwater level in the area is greater than 50 ft bgs. According to previous investigations in the project vicinity, groundwater was not encountered within exploratory borings drilled to depths ranging from 20 to 50 ft bgs (Geocon, 2015 and SALEM, 2016).

Based on the historically high groundwater levels in the Project Site vicinity and absence of groundwater observed during previous investigations, groundwater is neither expected to be encountered during Project construction, nor have a detrimental effect on the Project. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater seepage

conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall.

3.6.1 Beneficial Uses

Taken directly from the Los Angeles Basin Plan, the beneficial uses (potential, existing, and intermittent) for the West Coast basin include:

- Industrial Service Supply (IND): Uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
- Industrial Process Supply (PROC): Uses of water for industrial activities that depend primarily on water quality.
- Municipal and Domestic Supply (MUN): Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Agricultural Supply (AGR): Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.

3.6.2 Groundwater Quality

City-owned groundwater extraction wells both historically and currently produce groundwater that generally meets Federal and State water quality standards. The water quality constituents of concern (COC) for groundwater produced by City wells are iron (Fe), manganese (Mn), and total dissolved solids (TDS). TDS concentrations have ranged from 277 milligrams per liter (mg/L) to 640 mg/L, which exceed the lower long term recommended maximum contaminant level (MCL) of 500mg/L but do not exceed the upper long term or short term MCL. Iron (Fe) was present at concentrations ranging from Not Detectable (ND) to as high as 13,000 µg/L; where the secondary MCL for iron is 300 µg/L. The unusually high concentrations of Fe could be related to laboratory testing of a turbid water sample and not reflective of actual field water quality. Manganese (Mn) was listed in the SWRCB database at concentrations ranging from ND to 670 µg/L, with all City wells reporting concentrations above the current SWRCB secondary MCL of 50 µg/L for Mn on one or more occasions. For this reason, groundwater from City wells is treated for iron and manganese at the City's Sanford M. Anderson Water Treatment Plant to meet the secondary MCLs for these two Trace Elements.

3.7 Topography

The proposed Project area is relatively flat-lying. According to the publicly available Los Angeles County wide digital elevation model data (LAR-IAC, 2006), the existing elevation grade along the proposed Project alignment within the Ballona Creek watershed changes from approximately 150 feet[10] to 140 feet downgradient, over a 2,500 feet length, with an average slope of 0.5%. The existing elevation grade of the Project segment within the Dominguez Channel watershed changes from approximately 150 feet to 90 feet downgradient, over a 7,000 feet length, with an average slope of 0.9%.

3.8 Flood Zones

Based on the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Figure 10), the entire Project Site is located outside a 100-year flood hazard area. The Project Site is located within FEMA unshaded Zone X (FEMA, 2008), which is defined as an area outside the 0.2% annual chance floodplain (i.e., 500-year floodplain).

4 REGULATORY SETTING

The following section presents an overview of the federal, state, regional, and local setting as they relate to potential water quality and hydromodification impacts.

4.1 Federal

Applicable Federal regulations described below include the Clean Water Act (CWA) and the California Toxics Rule (CTR).

4.1.1 Clean Water Act

In 1972, the Federal Water Pollution Control Act (later referred to as the Clean Water Act) was amended to require National Pollutant Discharge Elimination System (NPDES) permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require that the United States Environmental Protection Agency (USEPA) establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. The USEPA published final regulations regarding stormwater discharges on November 16, 1990. The regulations require that Municipal Separate Storm Sewer Systems (MS4s) discharging to surface waters is regulated by a NPDES permit.

[10] All elevations were measured in reference to the mean seal level.

The CWA also requires States to adopt water quality standards for receiving water bodies and to have those standards approved by the USEPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g. wildlife habitat, agricultural supply, fishing etc.), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents – such as lead, suspended sediment, and fecal coliform bacteria – or narrative statements which represent the quality of water that support a particular use. Because California had not established a complete list of acceptable water quality criteria, USEPA established numeric water quality criteria for certain toxic constituents in receiving waters with human health or aquatic life designated uses in the form of the California Toxics Rule ("CTR") (40 CFR 131.38).

4.1.2 California Toxics Rule

The CTR is a Federal regulation issued by the USEPA providing water quality criteria for potentially toxic constituents in receiving waters with human health or aquatic life designated uses in the State of California. CTR criteria are applicable to the receiving water body and therefore must be calculated based upon the probable hardness values of the receiving waters for evaluation of acute (and chronic) toxicity criteria. At higher hardness values for the receiving water, copper, lead, and zinc are more likely to be bound with components in the water column. This in turn reduces the bioavailability and resulting potential toxicity of these metals.

Due to the intermittent nature of stormwater runoff, the acute criteria are considered to be more applicable to stormwater conditions than chronic criteria and therefore are used in assessing project impacts. Acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a short period of time (one hour) without deleterious effects; chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period of time (four days) without deleterious effects.

To assess potential impacts, CTR criteria can be used as one type of benchmark to evaluate the potential ecological impacts of project runoff on the receiving waters.

4.2 State

Applicable State regulations discussed below include the California Porter-Cologne Act, CWA Section 303(d) and Total Maximum Daily Loads (TMDLs), the Statewide Construction General Permit, and the Statewide Industrial General Permit.

4.2.1 California Porter-Cologne Act

The Federal CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the States, although it does establish certain guidelines for the States to follow in developing their programs and allows USEPA to take control from States with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and RWQCBs power to protect water quality; it is the primary vehicle for implementing California's responsibilities under the federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and RWQCBs authority and responsibility to adopt plans and policies to regulate discharges of waste to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region. The Basin Plan must conform to the policies set forth in the Porter-Cologne Act and state water policy established by the SWRCB. To implement state and federal law, the Basin Plan establishes beneficial uses for surface and groundwaters in the region and sets forth narrative and numeric water quality objectives to protect those beneficial uses. The Porter-Cologne Act also allows a RWQCB to include water discharge prohibitions within its regional plan applicable to conditions, areas, or types of waste. The relevant publication for the Project is the Los Angeles Basin Plan.

4.2.2 CWA Section 303(d) - TMDLs

In 1972, the Federal Water Pollution Control Act (later referred to as the Clean Water Act [CWA]) was amended to require NPDES permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require the USEPA establish regulations for permitting municipal and industrial stormwater discharges under the NPDES permit program. The USEPA published final regulations regarding stormwater discharges on November 16, 1990. The regulations require that municipal separate storm sewer system (MS4) discharges to surface waters be regulated by a NPDES permit.

In addition, the CWA requires each state to adopt water quality standards approved by the USEPA for receiving water bodies. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g. wildlife habitat, agricultural supply, fishing etc.)

along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations, or levels, of constituents – such as lead, suspended sediment, and fecal coliform bacteria – or narrative statements which represent the quality of water that support a particular use.

When designated beneficial uses of a particular receiving water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as "impaired". Once a water body has been deemed impaired, a TMDL must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a "factor of safety" included). Once established, the TMDL allocates the loads among current and future pollutant sources to the water body.

The USEPA has delegated implementation and enforcement of the CWA in California to the State of California.

Ballona Creek is 303(d) listed for lead, copper, trash, zinc, cyanide, enteric viruses, indicator bacteria and toxicity. Dominguez Channel is 303(d) listed for lead, indicator bacteria, zinc, copper and toxicity.

Total Maximum Daily Loads (TMDLs) are developed for contaminants in 303(d)-listed water bodies. The Los Angeles Regional Water Quality Control Board (LARWQCB) and the United States Environmental Protection Agency (USEPA) have established the following TMDLs for Centinela Creek subwatershed within the City's jurisdiction:

- Ballona Creek Trash TMDL
- Ballona Creek, Estuary and Sepulveda Channel Bacteria TMDL
- Ballona Creek Metals TMDL

According to the Dominguez Channel EWMP, LARWQCB and USEPA have established the following TMDL for Dominguez Channel watershed within the City's jurisdiction:

- Dominguez Channel and Los Angeles Harbor Water Toxic Pollutants TMDL

Compliance with TMDLs can be achieved through an array of BMPs required by the National Pollutant Discharge Elimination System (NPDES) permit.

4.2.3 Construction General Permit

Pursuant to the CWA Section 402(p), requiring regulations for permitting certain stormwater discharges, the SWRCB issued a statewide general NPDES Permit for stormwater discharges

from construction sites ([NPDES No. CAR000002] Water Quality Order 2009-0009-DWQ, SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction Activity [adopted by the SWRCB on September 2, 2009]). Discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit (CGP). Due to the complexity of obtaining an individual permit, virtually all construction projects utilize the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing a construction site risk assessment to determine appropriate coverage level as well as preparing a Stormwater Pollution Prevention Plan (SWPPP), including site maps, a Construction Site Monitoring Program (CSMP), and sediment basin design calculation. All of these documents must be electronically submitted to the SWRCB for General Permit coverage. The primary objective of the SWPPP is to identify and apply proper construction, implementation, and maintenance of BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction. The SWPPP also outlines the monitoring and sampling program required for the construction site to verify compliance with discharge Numeric Action Levels (NALs) set by the Construction General Permit.

The CGP recognizes four phases of construction (1) Grading and land development, (2) Streets and utilities, (3) Vertical construction, and (4) Final landscaping and site stabilization. Each phase has activities that can potentially result in different water quality impacts and pollutants. Erosion and sediment control BMPs for the site are to be implemented and maintained throughout the year on an as-needed basis. BMPs should be implemented in a proactive manner, as appropriate, to protect water quality Table 2 below lists common erosion and sediment control BMPs that can reduce or eliminate sediment related pollutants in stormwater discharges and authorized non-stormwater discharges. Site-specific BMP selection and implementation plan will be developed as part of the SWPPP.

Table 2. Typical Sediment and Erosion Control BMPs

Erosion Controls
Scheduling (EC-1) • All BMPs shall be in place year-round. Construction activities shall be planned and performed to minimize the area and duration of exposure of soil to erosion by wind, rain, runoff and vehicle tracking. • The area that can be cleared or graded and left exposed at one time will be limited to the amount of acreage that the Contractor can adequately protect prior to a predicted rainstorm. A predicted storm event is defined as a forecasted 50% chance of rain. • Timing of construction will be considered when scheduling work to minimize soil disturbing activities and major grading operations during the rainy season. • Grading of the site will be phased to minimize the total area of exposed soil and the duration of exposure.
Preserve Existing Vegetation (EC-2) • Existing vegetation will be retained (EC-2) in undisturbed areas to the extent possible. If possible, vegetative buffer strips will be left adjacent to watercourses and along the site perimeter.
Temporary Soil Stabilization (EC-3), (EC-4), (EC-7) • Erosion Control Blankets (EC-7), hydraulic mulches (EC-3) with seed (EC-4), and/or temporary vegetation will be used on disturbed soil areas as a temporary surface cover until soils can be prepared for re-vegetation and permanent vegetation is established. At a minimum, disturbed areas that will remain bare and un-worked for over two weeks. Any hydraulic soil stabilizers applied will include mulch, so that any potential pollutant transport to the storm drain system is visually detectable.
Soil Roughening (EC-15) • Soil will be roughened with the vehicle tracks perpendicular to the direction of flow.
Dust Control (WE-1) • Wind Erosion Controls (WE-1) shall be provided to prevent or alleviate dust generated by construction activities. Care will be taken to prevent over-watering, which may result in runoff or erosion.
Sediment Controls
Stabilize Perimeter (SE-1, SE-5, SE-6) • To prevent transport of sediment off site, the site perimeter will be stabilized using controls such as silt fence (SE-1), fiber rolls (SE-5), or gravel bag berms (SE-6).

Fiber Rolls (SE-5) • Fiber rolls will be used to reduce flow velocity (as slope interrupters or temporary check dams) and provide some removal of sediment, predominantly along the face or toe of erodible slopes and for perimeter sediment control. Fiber rolls are not appropriate as the only BMP at a site and should be used in conjunction with other erosion and sediment control measures to reduce pollutant discharges and shall be maintained by the Contractor for effective sediment control.
Gravel bag berms (SE-6) • Gravel bag berms will be used to reduce flow velocity (as slope interrupters or temporary check dams) and provide some removal of sediment. • Gravel bag barriers will be used for perimeter site control or along streams or channels or around stockpiles to intercept sediment laden sheet flow or moderately concentrated flows**.**
Street Sweeping and Vacuuming (SE-7) • Street sweeping and vacuuming will be used anywhere dry sediment is tracked from the project site onto paved streets and roads, typically at points of egress.
Tracking Controls (TC-1, TC-2) • A stabilized construction entrance will be used to reduce offsite tracking (TC-1). • Construction roads will be stabilized to prevent tracking of sediments. (TC-2).
Storm Drain Inlet Protection (SE-10) • All storm drains in the project area and offsite where inlets can receive flow downstream of sediment tracked from the site will be protected with appropriate storm drain inlet protection such as filter fabrics, block and gravel filters, gravel and wire mesh filters, or gravel bag barriers.
Drainage Controls
Earth Dikes, Drainage Swales and Ditches (EC-9) • Diversion ditches to prevent run-on from offsite areas will be constructed and maintained. • Level spreaders, outlets for dikes and flow channels consisting of an excavated depression constructed at zero grade across a slope, will be used to convert concentrated runoff into diffuse flow to be released onto areas stabilized by existing vegetation.
Outlet Protection (EC-10) • Runoff velocities, both on slopes and at discharge points, will be retarded to prevent erosion. • Rock outlet protection (i.e. rip rap) will be placed at pipe outlets to prevent scour and reduce the velocity and/or energy of exiting stormwater flows.

4.2.4 Industrial General Permit

Pursuant to the CWA Section 402(p) and as authorized under Water Code section 13377, the SWRCB issue a statewide general NPDES Permit for stormwater discharges from industrial facilities ([NPDES No. CAS000001] General Permit for Stormwater Discharges associated with Industrial Activities [adopted by the SWRCB on April 1, 2014] (SWRCB, 2014). Discharges of stormwater and non-stormwater from specific industrial facilities, determined by industry-specific standard industrial classification (SIC) codes, are required to either obtain individual NPDES permits for stormwater discharges or be covered by the Industrial General Permit (IGP). Coverage under the IGP is accomplished by submitting a notice of intent (NOI), no exposure certification (NEC), or notice of non-applicability (NONA), which may include the development of a site wide SWPPP and site map, implementation of BMPs, conducting employee training, and collecting stormwater samples.

4.3 Regional

Applicable State regulations discussed below include the Los Angeles Basin Plan and the Dewatering General Permit.

4.3.1 Basin Plan

The Project Site is located within the boundary of the LARWQCB jurisdiction. The Basin Plan designates beneficial uses for receiving waters and provides numeric and narrative criteria for a range of water quality constituents applicable to certain receiving water bodies and groundwater basins within the Los Angeles region. Specific criteria are provided for the larger, designated water bodies within the region as well as general criteria or guidelines for ocean waters, bays and estuaries, inland surface waters, and groundwaters. Waters not specifically listed (generally smaller tributaries) are assumed to have the same beneficial uses as the streams, lakes, or reservoirs to which they are tributary. In general, the narrative criteria require that degradation of water quality does not occur due to increases in pollutant loads that will adversely impact the designated beneficial uses of a water body. For example, the Los Angeles Basin Plan requires that "inland surface waters shall not contain suspended or settleable solids in amounts which cause a nuisance or adversely affect beneficial uses as a result of controllable water quality factors." The Basin Plan also contains water quality criteria for groundwater basins. For example, the Basin Plan requires that "groundwaters shall not contain taste or odor producing substances in concentrations that cause nuisance or adversely affect beneficial uses."

4.3.2 MS4 Permit

In 2012, the LARWQCB issued an NPDES Permit and Waste Discharge Requirements (Permit No. CAS004001, Order No. R4-2012-0175) (herein refereed as the "MS4 Permit") under the CWA and the Porter-Cologne Act for discharges of urban runoff in public storm drains in Los Angeles County. The Permittees are the Los Angeles County cities and the County (collectively "the Co-Permittees").

Part VI.D.7 of the Permit establishes criteria for new development and redevelopment projects, requiring qualifying projects to, among other objectives, "minimize pollutant loadings form impervious surfaces such as rooftops, parking lots, and roadways through the use of properly designed, technically appropriate BMPs…, LID Strategies, and Treatment Control BMPs."

Qualifying new development projects are generally defined as equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious area, with some land-use specific guidelines, including for street and road construction as defined in Section 4.4.1.

Qualifying redevelopment projects are generally defined as projects that result in the creation or addition of 5,000 square feet or more of impervious surface area on an already developed site on development categories identified in Part VI.D.6.c (e.g., industrial and commercial land uses), with the following additional criteria:

- Where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water control requirements, the entire project must be mitigated; and
- Where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water control requirements, only the alteration must be mitigated, and not the entire development.

Qualifying projects are required to control pollutants, pollutant loads, and runoff volume emanating from the project site by: 1) minimizing the impervious surface area, and 2) controlling runoff from impervious surfaces through infiltration, bioretention, and/or rainfall harvest and use. Furthermore, with some exceptions noted in the Permit (e.g., technical infeasibility, ground water replenishment, local ordinance equivalence, or hydromodification), each Permittee shall also require the project to retain on-site the Stormwater Quality Design Volume defined as the runoff from either the 0.75-inch, 24-hour rain event, or the 85th percentile, 24-hour rain event, whichever is greater.

The MS4 Permit also requires each permittee to adopt a local LID ordinance and green streets policy to meet the Permit's requirement for new development and redevelopment projects. The City has adopted the local LID Ordinance in Municipal Code Section 10-200, cited as the Stormwater Management and Discharge Control Ordinance. Section 4.4.1 provides a comprehensive overview of the City's local LID Ordinance. The City has also drafted a local Green Streets Policy, which has yet to be adopted.

4.3.3 County of Los Angeles Department of Public Works LID Standards Manual

The County of Los Angeles LID Standards Manual (LACDPW, 2014) was developed to comply with the MS4 Permit requirements for stormwater and non-storm discharges from the MS4. It provides guidance on how new development and redevelopment projects can meet the requirements of retaining the Stormwater Quality Design Volume from a design storm event. The Los Angeles County LID Standards Manual provides guidance on the selection of stormwater control measures feasible for the Project Site condition, and subsequently addresses design specifications such as sizing and geometry, inlet and outlet structures, landscaping, geotechnical considerations, safety, and maintenance access.

4.4 Local

4.4.1 LID Ordinance

The City adopted the MS4 Permit requirements stated in Section 4.2. through its local LID Ordinance (Section 10-208 of the Inglewood Municipal Code). The Ordinance requires that new development and redevelopment projects comply with the MS4 Permit requirements. Section 10-208-D references "…the City's LID Standards Manual, which includes urban and stormwater runoff quantity and quality control development principles and technologies for achieving compliance with the provisions of this section." At the time this study was drafted, the City's LID Standards Manual has not yet been adopted. Therefore, the County of Los Angeles Department of Public Works LID Standards Manual (LACDPW, 2014) is assumed most applicable for LID incorporated into the Project (see Section 4.3.3).

The proposed Project, either in part or in whole, may be classified as a street and road construction project. If so, the following excerpts from the Ordinance are applicable:

- Part 10-208.C.1.g states, "street and road construction of 10,000 square feet or more of impervious surface area shall follow the City's Green Streets Manual to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects." The City does not currently have an adopted Green Streets Manual.

- Part 10-208.E.2 also states, "street and road construction of 10,000 square feet or more of impervious surface are exempt from the New Development/Redevelopment Project Performance Criteria of Part VI.D.7.c of the MS4 Permit, but shall follow the City's Green Streets Manual to the maximum extent practicable, consistent with the City's Green Streets Policy."

Since neither the City's Green Streets Manual nor the Green Streets Policy have yet to be adopted, if required, the Project will generally follow the USEPA Green Street Guidance (referenced in the MS4 Permit) and the Los Angeles County LID Manual to comply with stormwater management requirements stated above.

5 SIGNIFICANCE CRITERIA

The impacts evaluation will be based on the significance criteria covered by the Hydrology and Water Quality significance categories in the CEQA Appendix G, Environmental Checklist. A project would have a significant effect on hydrology and/or water quality if it were to:

a) Violate any water quality standards or waste discharge requirements.
b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted).
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site.
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
f) Otherwise substantially degrade water quality.
g) Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
j) Inundation by seiche, tsunami, or mudflow.

6 HYDROLOGIC AND WATER QUALITY IMPACTS

This Section seeks to identify any factors associated with the Project's construction and/or post-construction ("operation") condition that may cause or contribute to hydrologic and/or water quality impacts as defined by the significance criteria. Each potential impact (a-j) is discussed in detail below.

a) Would the Project violate any water quality standards or waste discharge requirements?

A significant impact would occur if Project discharges (either urban or stormwater runoff) to surface water or groundwater were to violate the conditions of any of the guiding Federal, State, Regional, or Local requirements.

Construction

During construction, the Project will disturb approximately 42 acres, and include excavation, site preparation, and infrastructure improvements. Removing existing pavement, importing/exporting soil, grading, and stockpiling could potentially result in soils being exposed, loosened, and transported by stormwater to downstream receiving waters. Additional pollutants may also be introduced to the receiving water(s) during the construction phase, including oil and grease, metals, and pH-altering materials. However, to reduce the potential for the above impacts during the construction phase, the Project will comply with the SWRCB Construction General Permit (CGP). Under the CGP, the Project will prepare an approved Stormwater Pollution Prevention Plan (SWPPP) and implement construction BMPs as described in Section 4.3. The CGP will be enforced through the City of Inglewood's construction, grading, and excavation permitting process.

Therefore, impacts related to water quality standards and waste discharge requirements during the construction phase would be less than significant.

Operation

As shown in Table 1, the proposed ITF and MTF component covers approximately 810,000 ft^2 of commercial, education, and multi-family residential land uses. The proposed detail design for the ITF and MTF are not currently available, so in lieu of such data, it has been conservatively assumed that the sites would be converted to fully impervious surfaces. If all five existing sites were to be fully impervious in the proposed condition, this would add approximately 61,000 ft^2 of impervious surface. The ITF and MTF sites would be constructed in full compliance with the MS4 Permit and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed rail transit component covers 950,400 ft^2 of transportation right-of-way. The proposed detail design for the rail transit component is not currently available, so in lieu of such data, it has been conservatively assumed that the full component would be converted to fully impervious surfaces. If the Project results in the complete modification of this area to fully impervious surfaces, there would be an increase in impervious area of 85,000 ft^2. The rail transit project component would also be constructed in full compliance with the MS4 Permit and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

Furthermore, depending on the final facility uses, the proposed Project, in part or in whole, may be required to comply with the IGP. The Project would be designed and operated in full compliance with Permit requirements, including discharge monitoring.

The Project Site overlays the West Coast basin, which is a confined aquifer, and is located approximately 220 ft below the ground surface. Urban and stormwater runoff infiltrated onsite will unlikely reach the groundwater aquifer. As a result, even if infiltration BMPs are incorporated into the proposed Project as required LID measures, such BMPs would extend to such a depth as to enter the basin. Therefore, infiltrated runoff would be unlikely to cause adverse impact to the local groundwater quality. Furthermore, the quality of runoff under the proposed condition would be assessed prior to designing such infiltration BMPs.

Therefore, impacts related to surface water and groundwater quality standards and waste discharge requirements during the operation phase would be less than significant.

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

A significant impact would occur if the Project would substantially deplete groundwater or interfere with groundwater recharge.

Construction

Project water supply needs during the construction phase will be provided by the City of Inglewood's municipal system. There would be no impact on groundwater supplies during the construction phase of the Project. Since West Coast basin is a confined aquifer, and the water table is located approximately 50-ft to 200-ft below ground surface, dewatering is not anticipated during the construction phase.

Therefore, impacts related to groundwater supply depletion during the operation phase would be less than significant.

Operation

The Project may result in increased demand of potable and non-potable water from transit line operation and addition of commercial sites. Project water supply during the operation phase will be provided by the City of Inglewood, which depends on a combination of extracted groundwater from City-owned wells and potable and non-potable water purchased from West Basin Municipal Water District. However, according to the City of Inglewood Urban Water Management Plan (City of Inglewood, 2016), the City cannot meet increased water demand through an increase in groundwater extraction due to limitations in water rights. Therefore, projected demands are anticipated to be met through a combination of conservation of local surface water, imported water, graywater, stormwater capture, ocean desalination, and/or other non-groundwater sources (City of Inglewood, 2016).

Therefore, impacts related to groundwater supply depletion during the operation phase would be less than significant.

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

A significant impact would occur if the Project would substantially alter the drainage pattern of an existing stream or river such that substantial erosion or siltation would result.

Construction

There are no existing surface streams or rivers that pass within the Project's extent. The nearest open channel is Centinela Creek, approximately 1.3 miles downstream of the Project. In the existing condition, stormwater runoff is collected in curbs, gutters, and inlets, and conveyed through the storm drain network. There are no topographic changes proposed as part of the Project. If the construction phase of the Project results in increased runoff or any modifications to existing drainage patterns, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed.

Activities during construction may expose and/or loosen soils, potentially resulting in erosion and topsoil loss. As stated in Section 3.7, the average slopes of the Project extents within the Ballona Creek and Dominguez Channel watersheds were 0.5% and 0.9% respectively. Because the slopes in the Project extents are relatively flat, the majority of soil disturbance is expected to be related to importing/exporting soil, grading, and stockpiling. All potential impacts related

to these activities are expected to be mitigated under the CGP-required SWPPP. The SWPPP will identify any potential sources of sedimentation during construction, and detail required BMPs to reduce or eliminate erosion and/or any potential alterations to drainage patterns. BMPs may include silt fencing, fiber rolls, sand bag barriers, gravel bag berms, and/or stabilized construction site entrances/exits. A Qualified SWPPP Practitioner will ensure compliance with the SWPPP by conducting regular monitoring and inspections of construction activities.

Therefore, impacts related to altering the existing drainage pattern of the Project Site that would result in erosion or siltation during the construction phase would be less than significant.

Operation

No topographic changes or altered drainage patterns are currently proposed as part of the Project and any increases in runoff would be handled through compliance with the MS4 Permit requirements.

Surface drainage will continue to be collected via the storm drain network to be ultimately conveyed to Ballona Creek and Dominguez Channel. If the Project results in increased runoff or peak flows, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed. In the proposed condition, stormwater runoff will not encounter unprotected soils within landscaped areas.

Therefore, impacts related to altering the existing drainage pattern of the Project Site that would result in erosion or siltation during the operation phase would be less than significant.

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

A significant impact would occur if the Project would substantially alter the drainage pattern of an existing stream or river such that flooding would result.

Construction

As aforementioned, there are no streams or rivers within the Project's extents, and the improvements do not propose any changes to existing drainage patterns. During construction, BMPs (required and monitored under the SWPPP) will be used to reduce the volume and velocity of stormwater runoff, thereby mitigating the potential for flooding due to construction. If any accumulated sediment is observed during inspection of temporary BMPs or permanent stormwater network devices, it will be removed to prevent flooding.

Therefore, impacts related to altering the existing drainage pattern of the Project Site that would result in flooding on- or off-site during the construction phase would be less than significant.

Operation

As stated in Section 6b, the proposed Project will not modify the existing drainage patterns and would address any increases in runoff by compliance with the MS4 Permit and upgrades to existing stormwater infrastructure, if needed. Adequate conveyance of runoff will mitigate potential flooding impacts.

Therefore, impacts related to altering the existing drainage pattern of the Project Site that would result in flooding on- or off-site during the operation phase would be less than significant.

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

A significant impact would occur if surface water runoff would exceed the capacity of existing or planned storm drain systems serving the Project Site, or if the Project would substantially increase the sources of polluted runoff.

Construction and Operation

If storm drain upgrades are required to address increases in peak flow or runoff volumes, these will be made as part of the Project's drainage design. BMPs as required by the SWPPP, the MS4 Permit, and potentially the IGP, will preclude any additional sources of polluted runoff during both construction and operations.

Therefore, impacts related to the creation or contribution of runoff water exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff during the construction and operation phases would be less than significant.

f) Would the Project otherwise substantially degrade water quality?

A significant impact would occur if the Project would otherwise substantially degrade water quality.

Construction

Regular construction activities have the ability to result in the degradation of water quality, most noticeably from erosion and sedimentation. Loose sediment itself may degrade water quality and has the capacity to carry pollutants such as heavy metals, nutrients, pathogens oil and grease, and fuels. Additionally, construction may expose the Project Site and stormwater to trash, solvents, paint, etc. The CGP requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges and prohibits the discharge of non-stormwater from construction sites as these non-stormwater discharges are likely to carry pollutants to receiving waters. The BMPs detailed in the SWPPP will minimize potential for impacts from erosion and sedimentation during construction. The SWPPP will also detail use of BMPs to minimize the potential for spills of toxic or hazardous chemicals or substances into surface or ground waters.

Therefore, impacts related to otherwise substantially degrading water quality during the construction phase would be less than significant.

Operation

The Project will address proposed changes in land use, which often results in changes in pollutant contributions, through an analysis of the anticipated pollutant concentrations and loads under both the existing and proposed condition. Any projected increase in pollutant concentrations or loads will be addressed through compliance with the MS4 Permit and/or the IGP, as well as site-specific BMPs to address any increases in pollutant concentrations or loads.

Therefore, impacts related to substantially degrading water quality during the operation phase would be less than significant.

g) Would the Project place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

A significant impact would occur if the Project Site were located within a 100- year flood plain and included housing construction.

Construction and Operation

As stated in Section 3.8, the entire Project Site is located outside the 100-year FEMA flood hazard area. Hence, both the construction and operation phases of the Project will not place housing within 100-year flood hazard areas.

Therefore, the Project would have no impact related to placing housing within a 100-year flood hazard are for either the construction or the operational phase.

h) Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

A significant impact would occur if the Project Site were located within a 100- year flood plain and include structure that would impede or redirect flood flows.

Construction and Operation

As stated in Section 3.8, the entire Project Site is located outside the 100-year FEMA flood hazard area. Hence, both the construction and operation phases of the Project will not place any structure within the 100-year flood hazard area.

Therefore, the Project would have no impact related to impeding or redirecting flood flows for either the construction or the operational phase.

i) Would the Project expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

A significant impact would occur if the Project were located within an area susceptible to flooding because of the failure of a levee or dam.

Construction and Operation

As stated in Section 3.8, the Project Site is located within FEMA unshaded Zone X, which is defined as an area outside the 0.2% annual chance floodplain. Further, the Project Site is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Any increase in peak flow or runoff volumes in the proposed condition would be addressed through compliance with the MS4 Permit and drainage system upgrade as part of the Project.

Therefore, the Project would have no impact related to exposing people or structure to a significant ross or loss, injury, or death involving flooding for either the construction or the operational phase.

j) Would the Project cause or contribute to inundation by seiche, tsunami, or mudflow?

A significant impact could occur if the Project were located in an area subject to inundation by seiche, tsunami, or mudflow.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea

disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity.

Construction and Operation

As stated in Section 3.2, the Project Site is not located in any established tsunami inundation area, liquefaction zone, or landslide zone, and the Project Site is at least 1.3 miles away from any open water feature (so it will not be subject to seiche). As stated in Section 3.7, the Project Site is relatively flat in both Ballona Creek and Dominguez Channel watersheds, and is not adjacent to any exposed or steep grades.

Therefore, the Project would have no impacts related to inundation by seiche, tsunami, or mudflow for either the construction or the operational phase.

7 LIMITATIONS

The professional opinions and recommendations expressed in this Report are made in accordance with generally accepted standards of practice and were based largely on source information provided by others. No other warranty is either expressed or implied. Geosyntec is responsible for the findings contained in this Report based on the data available and information relating only to the specific Project and location discussed herein. Geosyntec is not responsible for use of the information contained in this Report for purposes other than those expressly stated in this Report, namely supporting the completion of the initial study checklist. Geosyntec is not responsible for any conclusions or recommendations made by others based upon the data or conclusions contained herein unless given the opportunity to review them and concur with them in writing.

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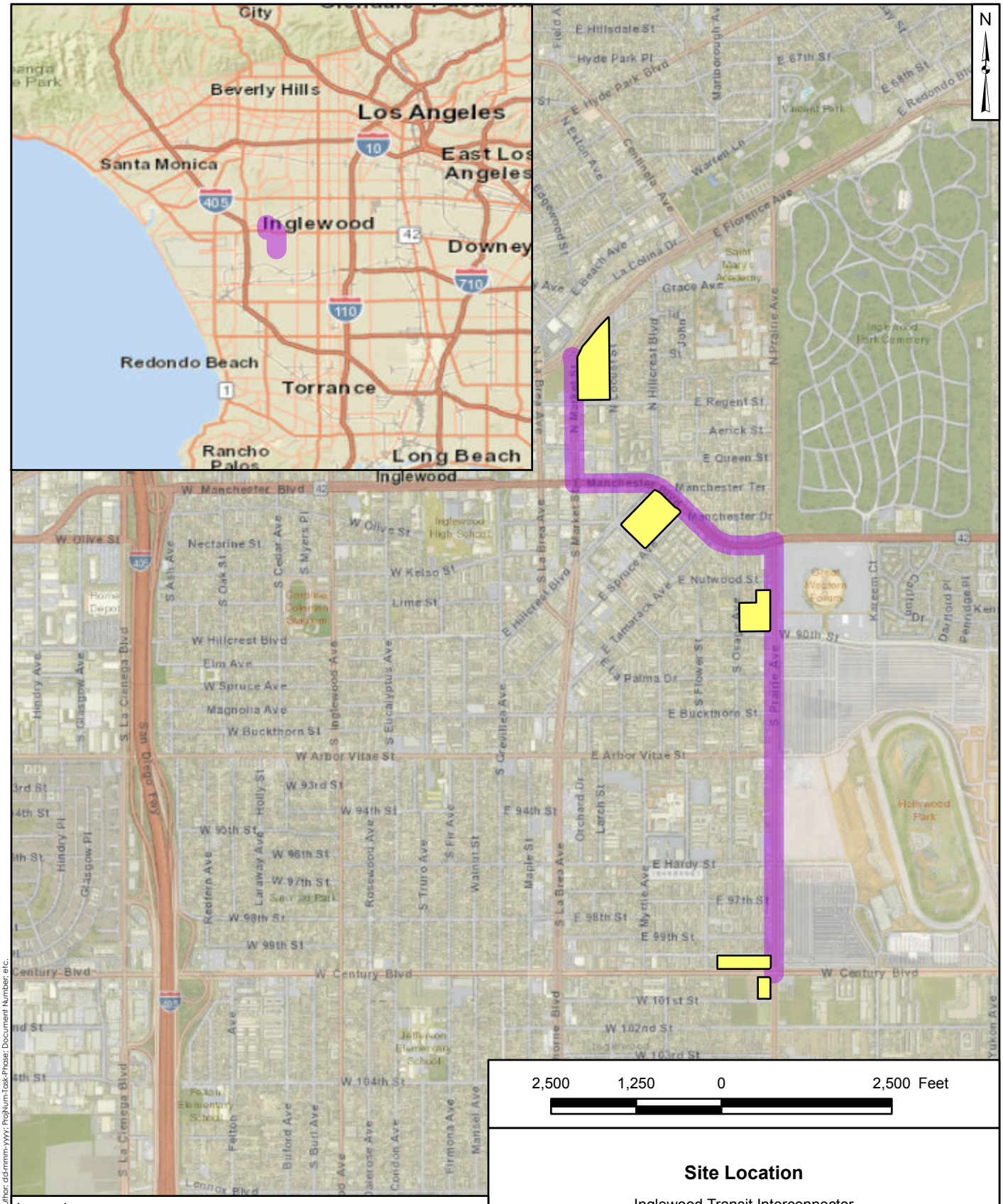
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FIGURES

Figure 1: Project Site Location
Figure 2: Annual Precipitation Depth
Figure 3: Monthly Average Precipitation Depth
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Figure 7: Land Use
Figure 8: Receiving Waters
Figure 9: Storm Drain Network
Figure 10: Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map

Figures


Beverly Hills
Los Angeles
Santa Monica
East Los Angeles
Inglewood
Downey
Redondo Beach
Torrance
Rancho Palos
Long Beach
N
W Manchester Blvd
E Manchester Blvd
Manchester Ter
Manchester Dr
E Regent St
Aerick St
E Queen St
E Florence Ave
Grace Ave
E Beach Ave
La Colina Dr
N Hillcrest Blvd
N Prairie Ave
Inglewood Park Cemetery
E Hillsdale St
Hyde Park Pl
E Hyde Park Blvd
Centinela Ave
Warren Ln
E 67th St
E 68th St
E Redondo Blvd
Vincent Park
W Olive St
Nectarine St
W Kelso St
Lime St
W Hillcrest Blvd
Elm Ave
W Spruce Ave
Magnolia Ave
W Buckthorn St
W Arbor Vitae St
E Arbor Vitae St
E Nutwood St
E Tamarack Ave
E Palma Dr
E Buckthorn St
W 90th St
W 93rd St
W 94th St
E 94th St
W 96th St
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W 99th St
E 97th St
E 98th St
E 99th St
E Hardy St
W Century Blvd
W 101st St
W 102nd St
W 103rd St
W 104th St
Hollywood Park
Great Western Forum
Inglewood High School
Jefferson Elementary School
Felton Elementary School
San Diego Fwy
S La Brea Ave
S Inglewood Ave
S Eucalyptus Ave
S Greville Ave
S Flower St
S Prairie Ave
Orchard Dr
Larch St
Maple St
Myrtle Ave
Rosewood Ave
S Truro Ave
Walnut St
Redfern Ave
Laraway Ave
Holly St
Hindry Ave
Glasgow Pl
S La Cienega Blvd
Lennox Blvd
Fairfax Ave
Buford Ave
S Burl Ave
Oakrose Ave
Condon Ave
Firmona Ave
Mansel Ave
S Ash Ave
S Oak St
S Cedar Ave
S Myers Pl
Caroline Colemon Skatepark
Home Depot
Kareem Ct
Darford Pl
Pennridge Pl
Dr
2,500 1,250 0 2,500 Feet
Legend
Inglewood Transit Connection Alignment
Proposed Maintenance and Storage Facility Location
Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.
Site Location
Inglewood Transit Interconnector
Inglewood, California
Geosyntec consultants
Pasadena, California
JUNE 2018
Figure
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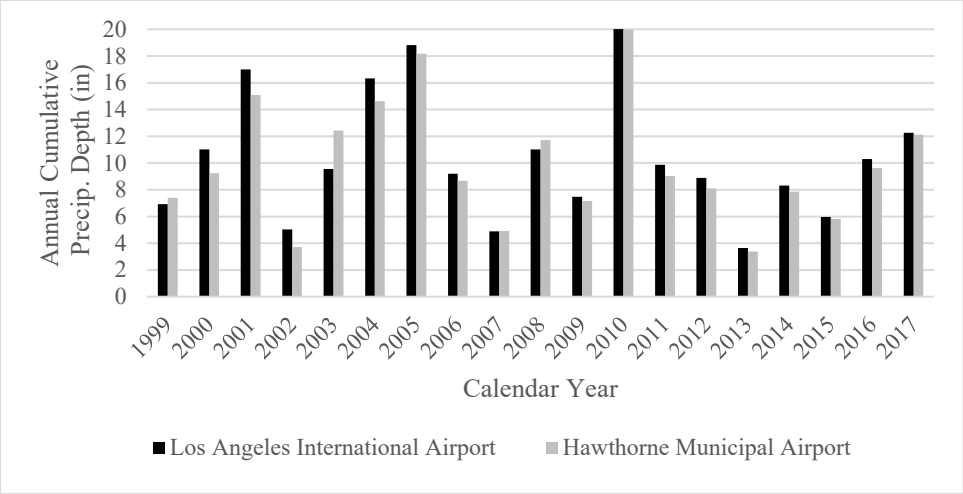


Figure 2: Annual Precipitation Depth

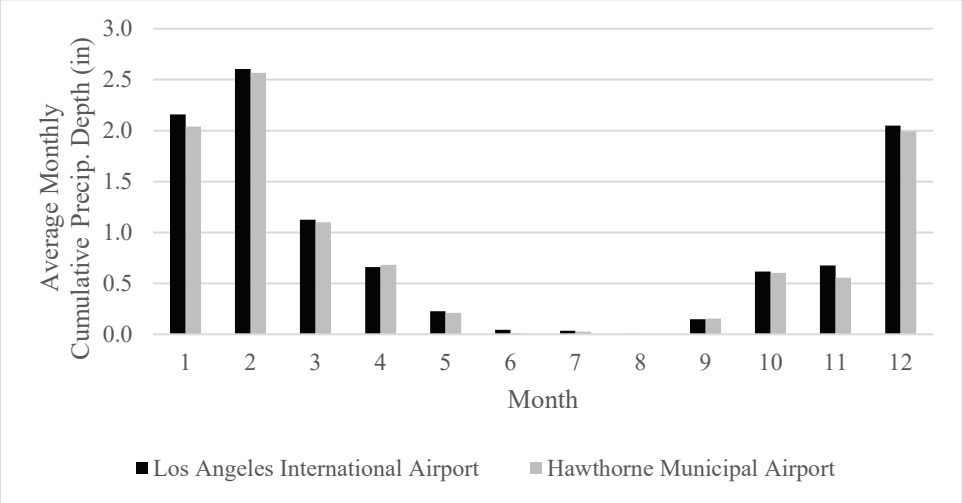


Figure 3: Monthly Average Precipitation Depth

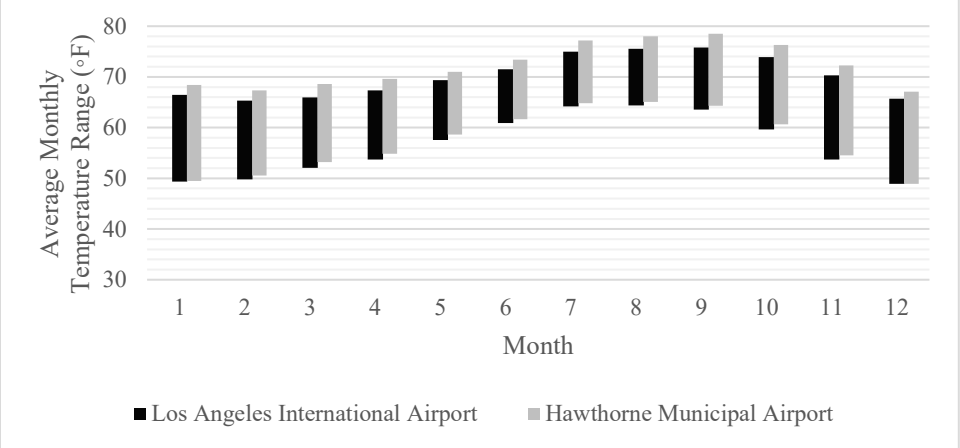
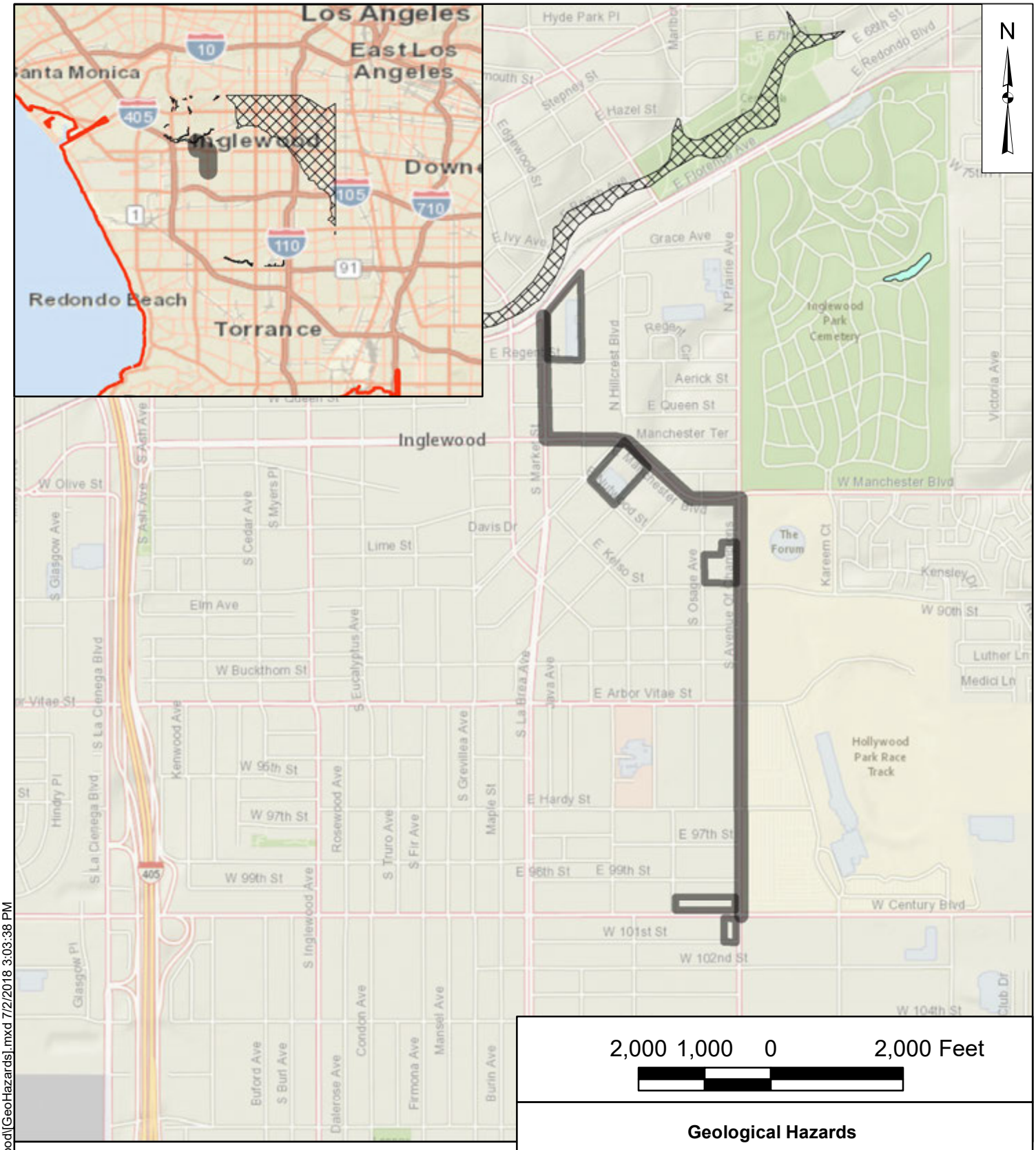


Figure 4: Monthly Average Temperature Range



Legend

- Approximate Project Area
- Liquefaction Zone
- Landslide Zone
- Tsunami Inundation Zones

Geological Hazards

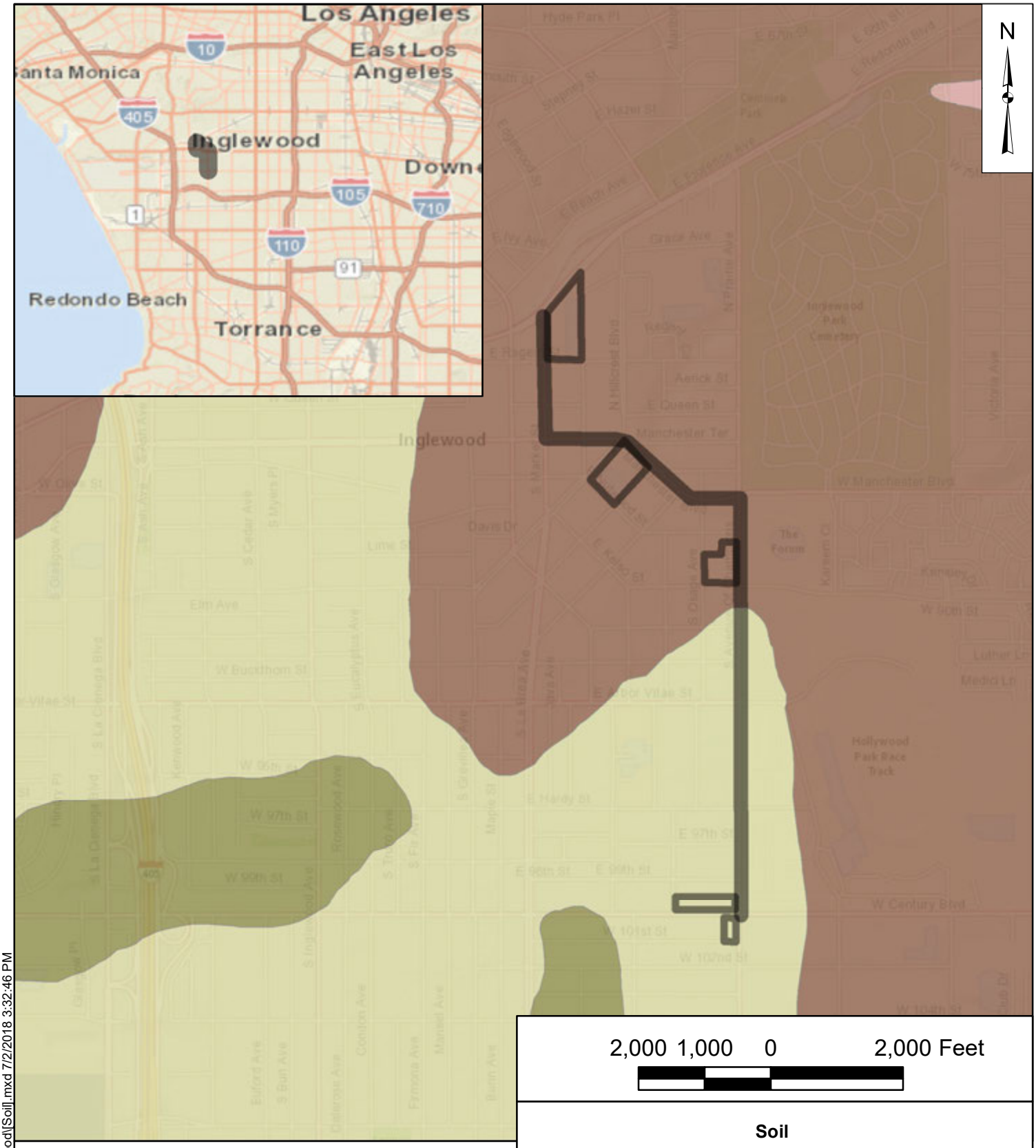
Inglewood Transit Interconnector
Inglewood, California

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Pasadena, California | JUNE 2018

Figure 5

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Legend

Approximate Project Area

SoilID

- 009 (Montezuma Clay Adobe)
- 013 (Ramona Loam)
- 016 (Yolo Loam)
- 020 (Yolo Sandy Loam)

Soil

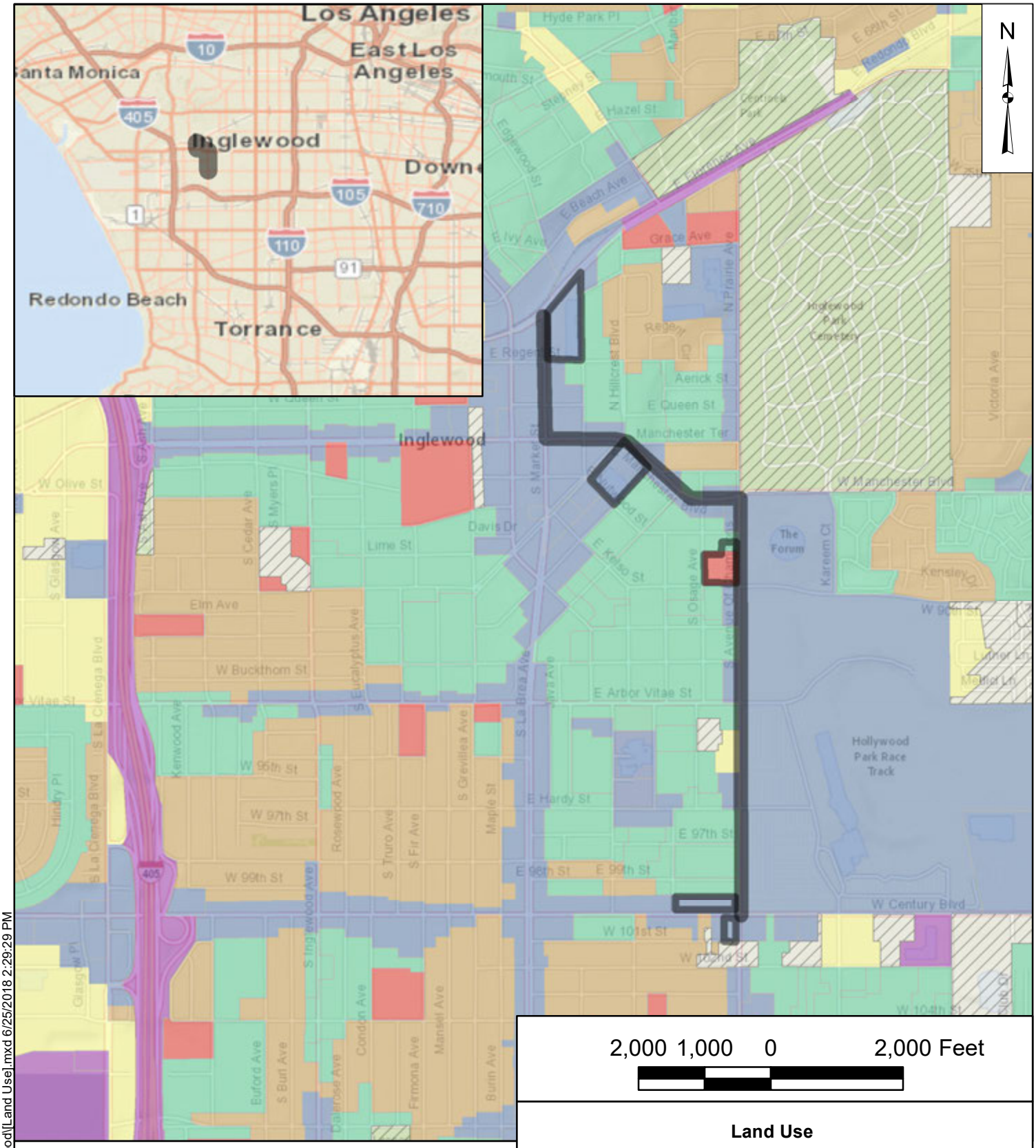
Inglewood Transit Interconnector
Inglewood, California

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Figure 6

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Z:\GIS\Projects\HPA1043 - Inglewood\[Land Use].mxd 6/25/2018 2:29:29 PM

2,000 1,000 0 2,000 Feet

Legend

Approximate Project Area

Land Use

- Agriculture
- Commercial
- Education
- Industrial
- MF Residential
- SF Residential
- Transportation
- Vacant

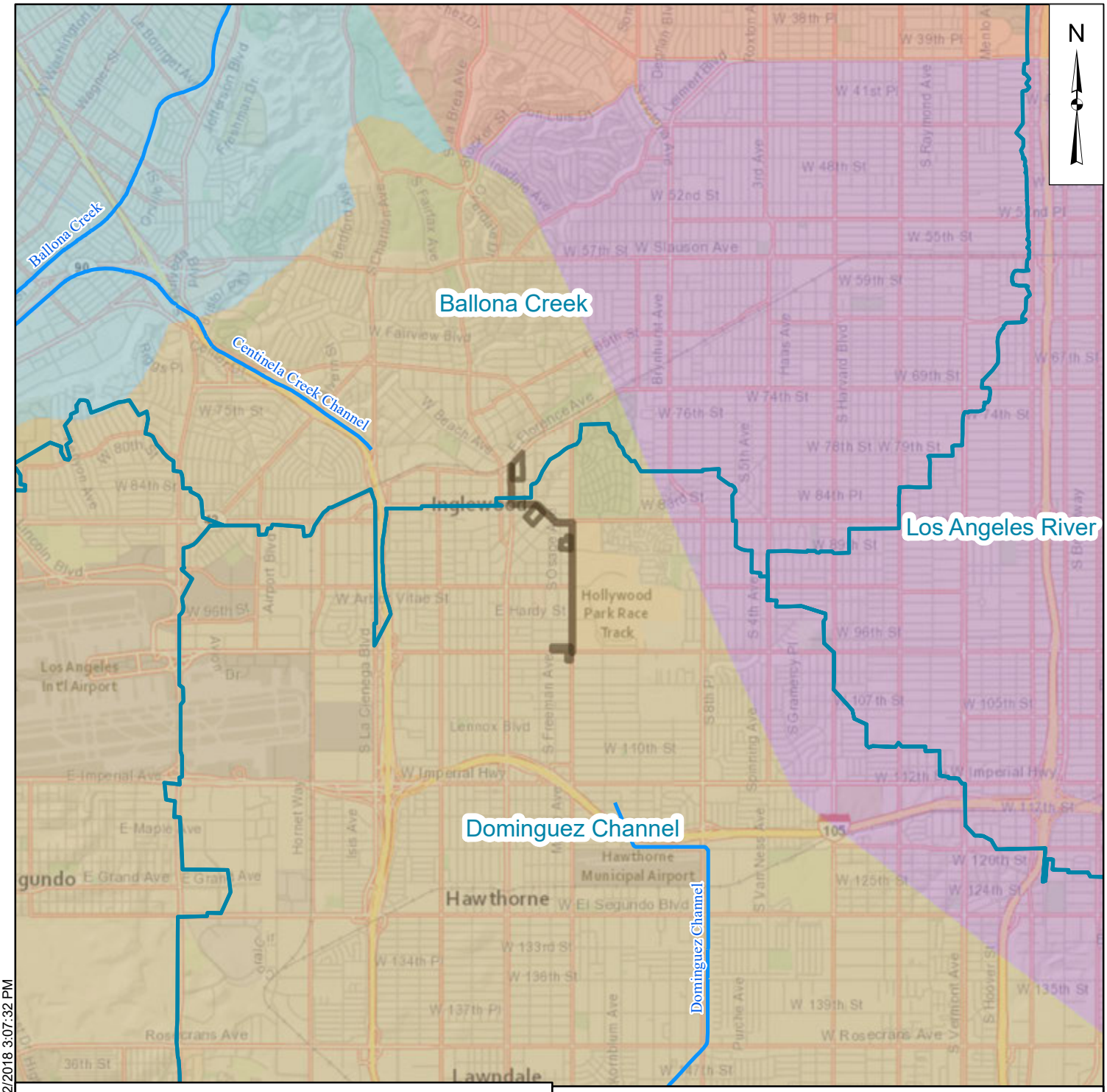
Land Use

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

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Figure 7



Legend

- Watershed Boundaries
- Channels
- Central Groundwater Basin
- North Central Groundwater Basin
- Santa Monica Groundwater Basin
- West Coast Groundwater Basin
- Project Area

7,000 3,500 0 7,000 Feet

Receiving Waters

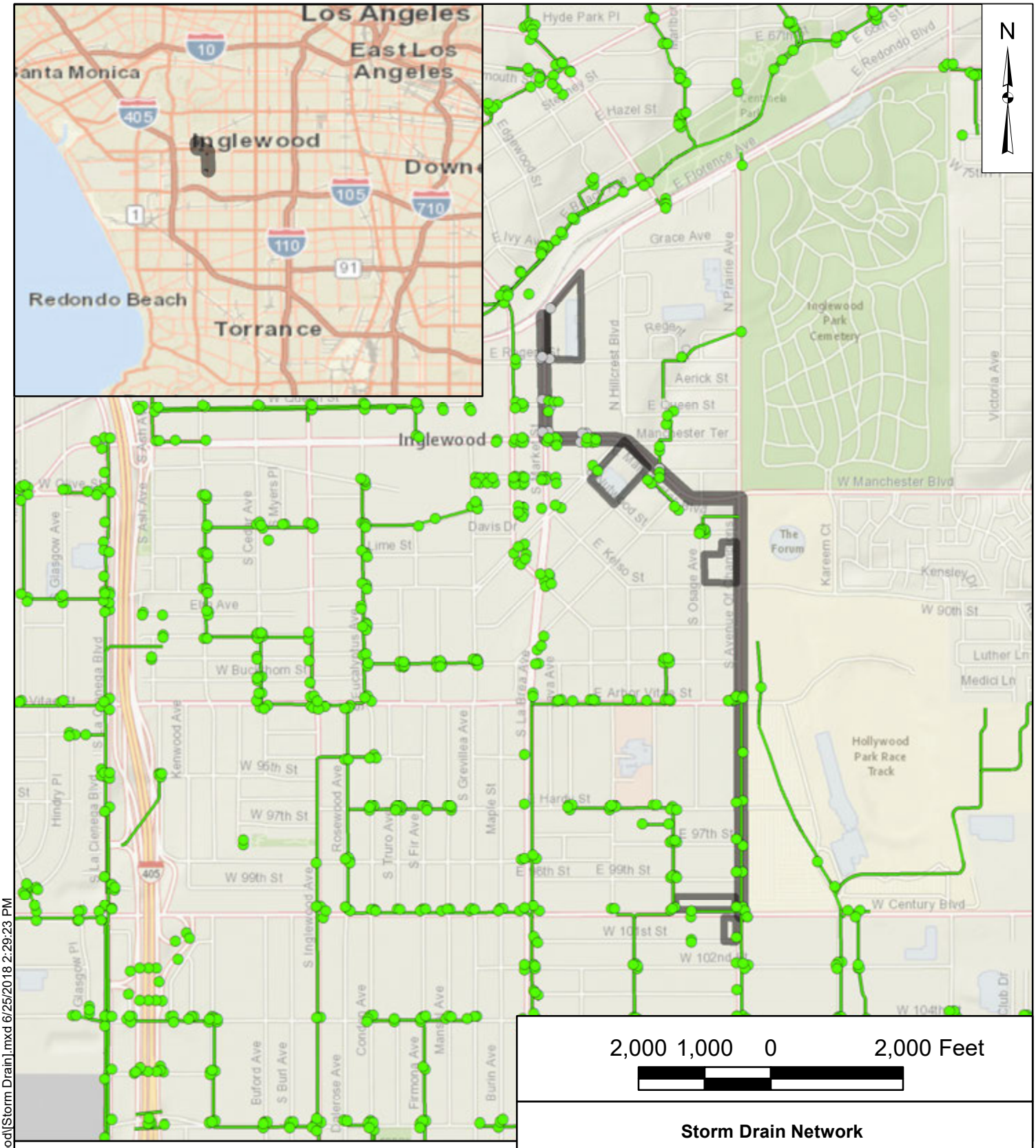
Inglewood Transit Interconnector
Inglewood, California

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Figure 8

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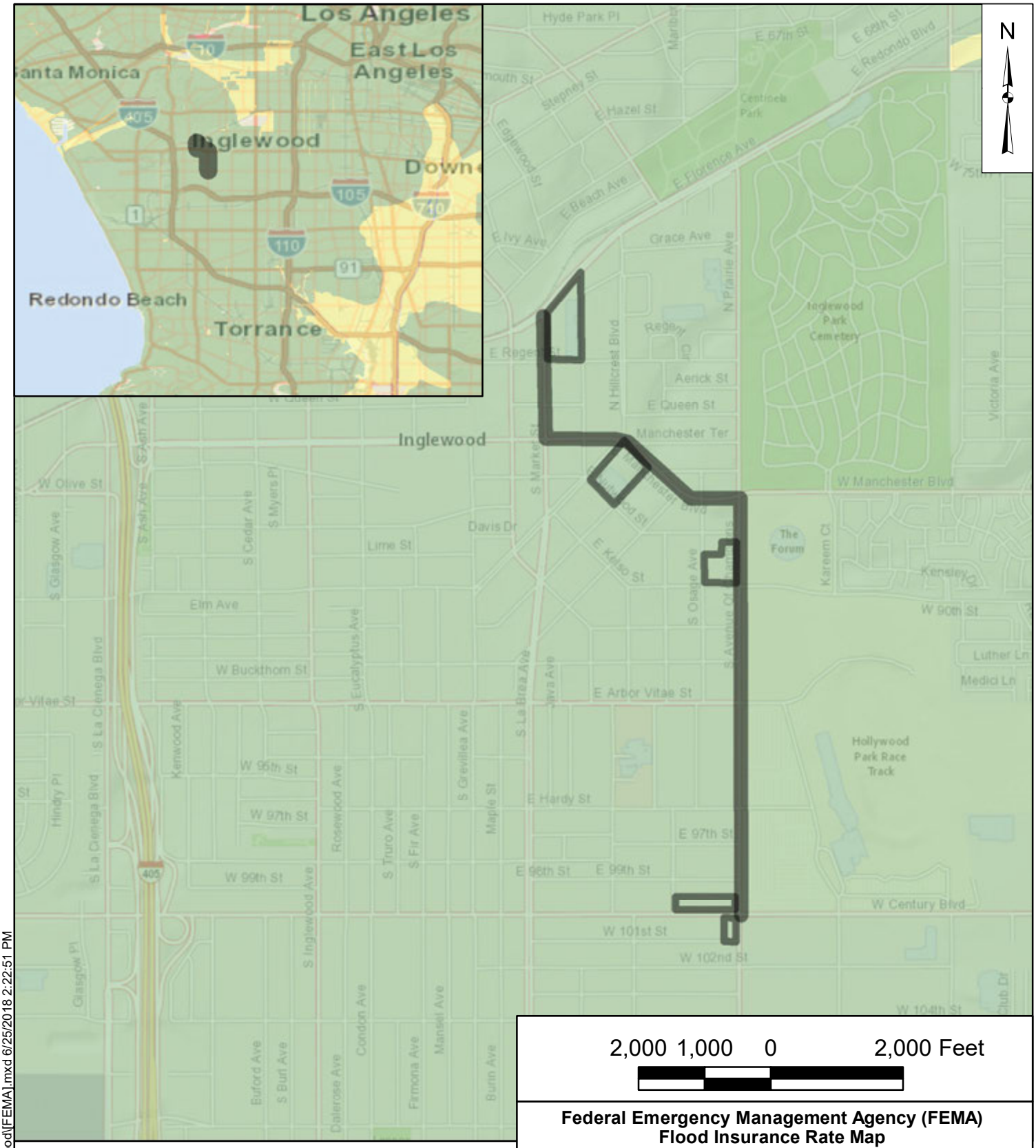
Storm Drain Network

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

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Figure 9



Legend

- Approximate Project Area
- Area of minimal flood hazard
- 0.2% annual chance of flood hazard
- 1% annual chance of flood hazard contained in channel
- Floodway

Federal Emergency Management Agency (FEMA)
Flood Insurance Rate Map

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

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Figure 10

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APPENDIX I

Utility Technical Memorandum

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ATTACHMENT A: UTILITY EXHIBITS

1.0 INTRODUCTION

As the City of Inglewood is transforming into a world-class, major regional activity center, the number of trips or vehicle mile traveled (VMT) in and around the City are anticipated to increase. Since 2010, traffic has increased by 128,066 (11%) vehicles per day within the City of Inglewood based on the latest Annual Daily Traffic studies. That is approximately an increase of 18,295 (1.57%) daily vehicles per year. The existing transportation infrastructure and circulation system is outdated, capacity should be increased as major arterials street and highways are highly congested, and there remains no direct connection from the Countywide Metro Rail System to the newly completed, under construction, and future activity centers. To address these critical issues, the City of Inglewood is now studying the development of a major mass transit project connecting the Metro Rail System to the proposed activity centers. The City is also preparing a comprehensive mobility plan to identify policy recommendations, infrastructure improvements and the program requirements necessary to move people across a multimodal transportation environment, and best prepare for the future development in the City.

This Study evaluates the following four conceptual transit alternatives:

- Option A: Market Street Alignment
- Option B: Fairview Heights Alignment
- Option C: Arbor Vitae Alignment
- Option D: Century Blvd Alignment

The key objectives of this report are to identify, and present potential utility-related impacts associated with four conceptual alignment alternatives that have been further reviewed as part of the Inglewood Transit Connector Study.

1.1 Methodology

This study represents a preliminary identification of existing utilities based on acquired record drawings and existing City of Inglewood database (Table 1). Available data did not provide for exact utility locations in terms of plan and profile; rather, exact utility locations will be determined for the selected locally preferred alternative by utilizing ground penetrating radar and/or other methods. Such information will be critical to project design as part of the project implementation process. The City of Inglewood will select a locally preferred alternative project and will further define and review as part of environmental clearance process pursuant to the California Environmental Quality Act (CEQA).

For the purpose of this initial technical evaluation, the available utility information was examined by overlaying the transit alignment alternatives to determine whether there were any “fatal flaws.” A “fatal flaw” is deemed to be utility conflict that could not be resolved through design to avoid the conflict or by providing for a technically viable utility relocation. For the purpose of this study, a conflict resolution that required the relocation of a major utility (i.e. a utility that serves a regional base) was considered technically non-viable.

The utility identification and assessment process consisted of requests for information from various agencies and utility purveyors. Obtained data included existing and planned major utilities within the project limits. Data and utility maps were prepared for major identified utilities. These maps have been incorporated into preliminary project concept plans for each alternative concept (see Attachment A).

Using the preliminary utility identification maps, limits and extent of critical areas were identified. Critical areas are referenced as the areas within the project limits where the presence of utilities could significantly impact the project's environmental footprint, construction cost, or overall project schedule.

Utility information was provided from the following agencies and utility purveyors:

1. City of Inglewood
2. Southern California Gas Company, Transmission Department
3. Southern California Gas Company, Northwest Distribution Region
4. Los Angeles Department of Water and Power
5. Los Angeles Department of Public Works
6. West Basin Municipal Water District

Utility data was collected from October 2018 to December 2018. For a more detailed breakdown of data collected and format, please see Table 1.

This study identifies the major impacts for the conceptual alignments. During the environmental review of the locally preferred alternative, the City will perform a more comprehensive utility analysis, including depths, width of utilities, material makeup, condition of utility, and clearance requirements to address potential significant impacts and mitigation measures.

Table 1: Utility Inventory

Type of Utility	Agency	Date Received	Summary of Data	Data Missing
Water/ Sewer	City of Inglewood Public Works Department (GIS Department)	10/26/2017	City owned water and sewer utilities including geo-reference as-built plans for water utilities. City also provided information for sewers.	None
	Los Angeles Department of Water and Power (LADWP)	11/21/2017	As-built plans for water utilities within the proposed project area.	None
	Los Angeles County Waterworks District	10/26/2017	GIS files of storm drain facilities.	Dimensions: Diameter of water pipes
	West Basin Municipal Water District	11/20/2017	West Basin facility sites and recycled water lines.	None
Electrical	SoCal Edison	11/29/2017	Electrical utilities along Century Blvd.	Electrical utilities along Arbor Vitae, Market Street, Manchester Blvd.
Gas	SoCal Gas, Transmission Department	11/14/2017	Received a letter signed by Luis Ramos, Planning Pipeline Assistant stating that there are no major transmission gas lines or facilities in the vicinity of the proposed project area.	None
	SoCal Gas, Northwest Distribution Region	11/21/2017	SoCal Gas Facilities within the project area.	None

1.2 Summary of Findings

An overall summary of the preliminary analysis and findings include:

1. Utilities identified in this preliminary analysis do not present fatal flaws, but will require design strategies for future consideration to avoid relocation of major systems, i.e. 60-inch water main line, LADWP vaults and the high voltage transmission lines. Identified utility conflicts appear resolvable through design strategies to avoid potential conflict or through a technically viable relocation of minor utilities. Major utility conflicts can be resolved through design of the Inglewood Transit Connector to avoid such conflicts.
2. The most noteworthy utility impacts are attributed to major utilities along the centerline of streets and/or within proximity of the projected transit alignments which may pose obstacles in the placement of the guideway columns. Such conflicts appear to be resolvable through column placement to avoid the utilities during design.
3. Numerous but minor utility lines and lateral connections are in close proximity to the transit alignment alternatives. These utilities may be sleeved through foundations in lieu of relocations; through column/foundation placements to avoid the conflicts; or through relocations.

A detailed description of findings per alignment alternative is included in this report

2.0 UTILITY ANALYSIS PER OPTION

2.1 Option A: Market-Manchester Street Alignment

The Market-Manchester Street Alignment (Option A) is an aerial alignment that runs approximately one quarter of a mile along Market Street between Florence Avenue and Manchester Blvd where it transitions east along Manchester Blvd for approximately half a mile to Prairie Ave. The alignment continues for approximately one mile south of Manchester Blvd along Prairie to Century Blvd providing service to Downtown Inglewood, the Forum, the Hollywood Park Development (NFL Stadium), and the Basketball and Entertainment Center.

Option A (see Figure 1) was developed to connect major development sites to the Metro's LAX Crenshaw LRT line station at Downtown Inglewood. Option A presents an opportunity for integration with local economic activity, current and future transit-oriented development, and other initiatives in the area.

Figure 1: Option A: Market-Manchester Street Alignment



Legend

- Option A Market-Manchester
- Metro Crenshaw Line
- Metro Green Line
- Possible Intermodal Facility

2.1.1 Option A Utility Analysis

There are various types of utilities throughout the northern portion of Market Street, Manchester Boulevard, and Prairie Avenue. As shown in Figure 2, several utility companies maintain the operation of water, sewer, power, cable and phone services in the corridor.

The potable water in the City of Inglewood is supplied by the City, Golden State Water Company, and Cal - America Water Company. Water pipes are located along Market Street, Manchester Boulevard, and Prairie Avenue. The Department of Water and Power (DWP) and the West Basin Municipal Water District also have major pipe lines, 60-inch and 36-inch along Prairie Avenue.

The main lines of the storm drain system in the City of Inglewood are jointly maintained by the Los Angeles County Flood Control District (LACFCD) and the City of Inglewood. The storm drains lines along Prairie Avenue consist of Reinforced Concrete Pipe (RCP) and Reinforced Concrete Box (RCB).

The existing sewer system in the City of Inglewood is owned by both the City and the County and information was provided by the City of Inglewood. Electrical power is supplied by the Southern California Edison Company and the City's Natural gas is provided by the Southern California Gas Company (Transmission Department and Northwest Distribution Region). Market Street, Manchester Boulevard, and Prairie Avenue are well covered with a natural gas facility network and the existing gas lines range in sizes from 1 to 8 inches.

Preliminary Analysis

Potential obstacles along the Option A alignment include a 36-inch (West Basin Water District) recycled water line at street centerline and several utilities within 15 feet along Prairie Avenue. A large 60-inch Department of Water and Power (DWP) main pipe and a 33-inch storm drain line are located on the east side of Prairie, approximately 20 to 40 feet from centerline. Underground electrical lines, including vaults, are primarily concentrated along or adjacent to easterly and westerly sidewalks do not pose a major impediment to the Option A alignment. Non-gravity flow utilities, including water service lines, may be relocated vertically (lowered) in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines, are primarily found at street intersections and between Kelso Street/Pincay Drive, and Arbor Vitae Street along Prairie Avenue.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. However, due to the span of utilities tie-ins and crossings along Manchester Boulevard at Hillcrest, Spruce Avenue, Manchester Drive and Manchester Terrace, placement of guideway columns this alignment should avoid relocation of gravity flow utilities including sewer and storm drains.

In short, utilities along Option A pose minimal conflicts that can be resolved as there is sufficient roadway width (see Figure 3) along Market Street, Manchester, and Prairie. As part of the detailed design of preferred alternative, the City will conduct site investigations to determine exact utility locations and coordinate column placements to avoid/resolve conflicts or relocate based on cost/benefits.

Figure 2: Utilities along Option A: Market-Manchester

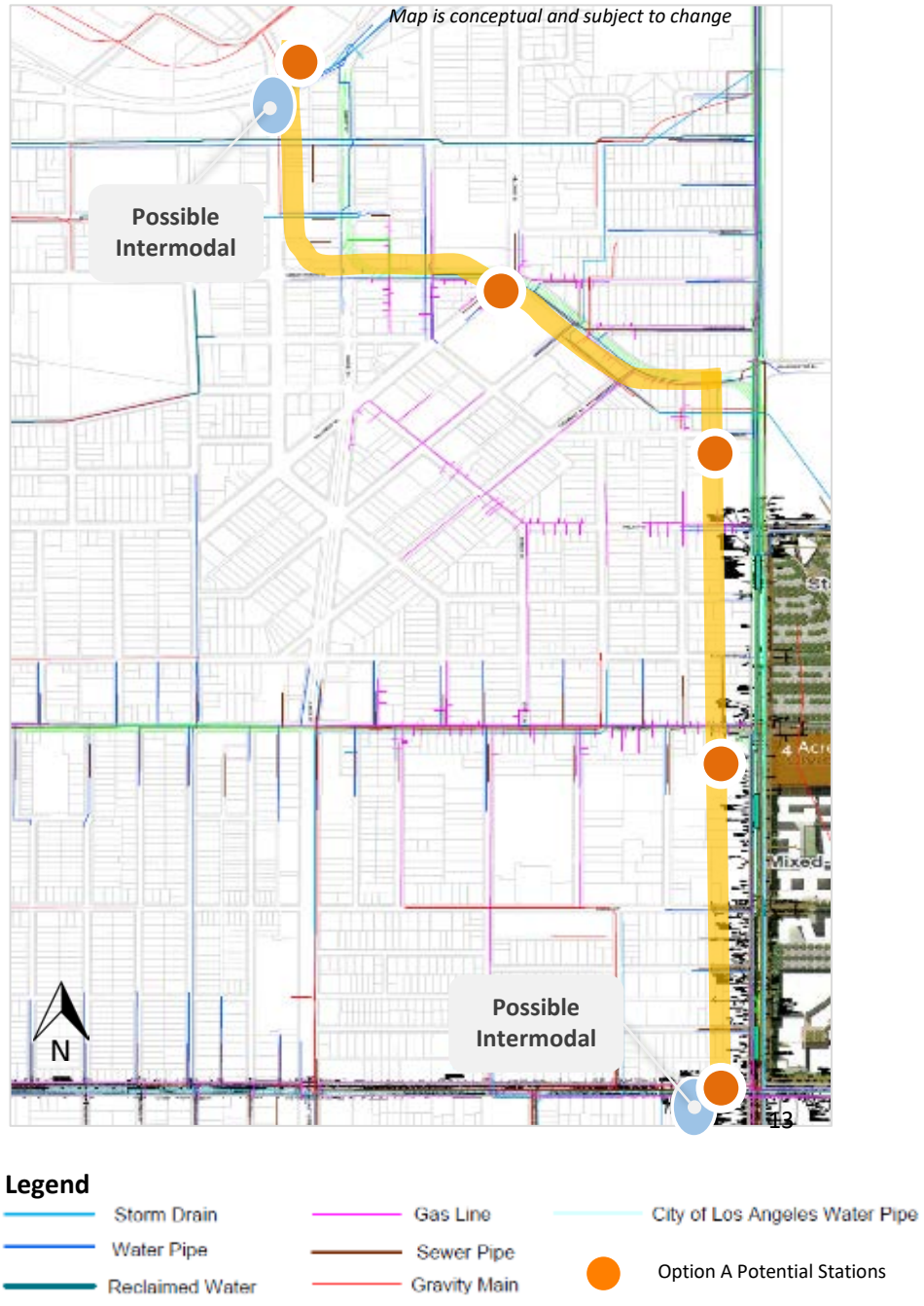


Figure 3: Option A: Right-of-Way Analysis



Legend

- Less than 70'
- 70' to 79'
- 80' to 90'
- Greater than 90'
- Option A Potential Stations

Table 2: Existing Utilities in Inglewood
Option A: Market Street Alignment

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
MARKET STREET						
B-1	14	Florence Ave	Regent St	509’	8" water pipe, east side of street	100’
B-1	15	Regent St	Queen St	542’	8" water pipe, east side of street, switching to the west side (curb) of street at Queen St	100’
B-2	16	Queen St	Manchester Blvd	423’	8" water pipe, east side of street, west side (curb) of street	100’
MANCHESTER BOULEVARD						
B-2	18	Market St	Locust St	415’	12" water pipe south curb of street 8” sewer pipe, center of street Gas line running across at alley and Locust St Numerous connections to the lines	93’
B-2	19	Locust St	Hillcrest Blvd	446’	12” water pipe south curb of street 8” sewer pipe, center of street Gas line running across at Hillcrest Numerous connections to the lines	100’
C-1	20	Hillcrest Blvd	Spruce Ave	535’	12” water pipe south curb of street 8” sewer pipe, center of street Numerous connections to the lines	112’
C-1	21	Spruce Ave	Tamarack Ave	477’	12” water pipe south curb of street Gas line, south curb of street across at Spruce	100’

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
C-2	22	Tamarack Av	Prairie Ave	741’	12” water pipe south curb of street 8” sewer pipe, south side of street Gas line located at the south curb of street	100’
PRAIRIE AVENUE						
E-1	26	Manchester Blvd	Nutwood St	377’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines	94’
E-2	27	Nutwood St	Kelso St- Pincay Dr	654’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 10”CIP	90’
E-3	28	Kelso St- Pincay Dr	La Palma Dr	536’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 10” CIP	90’

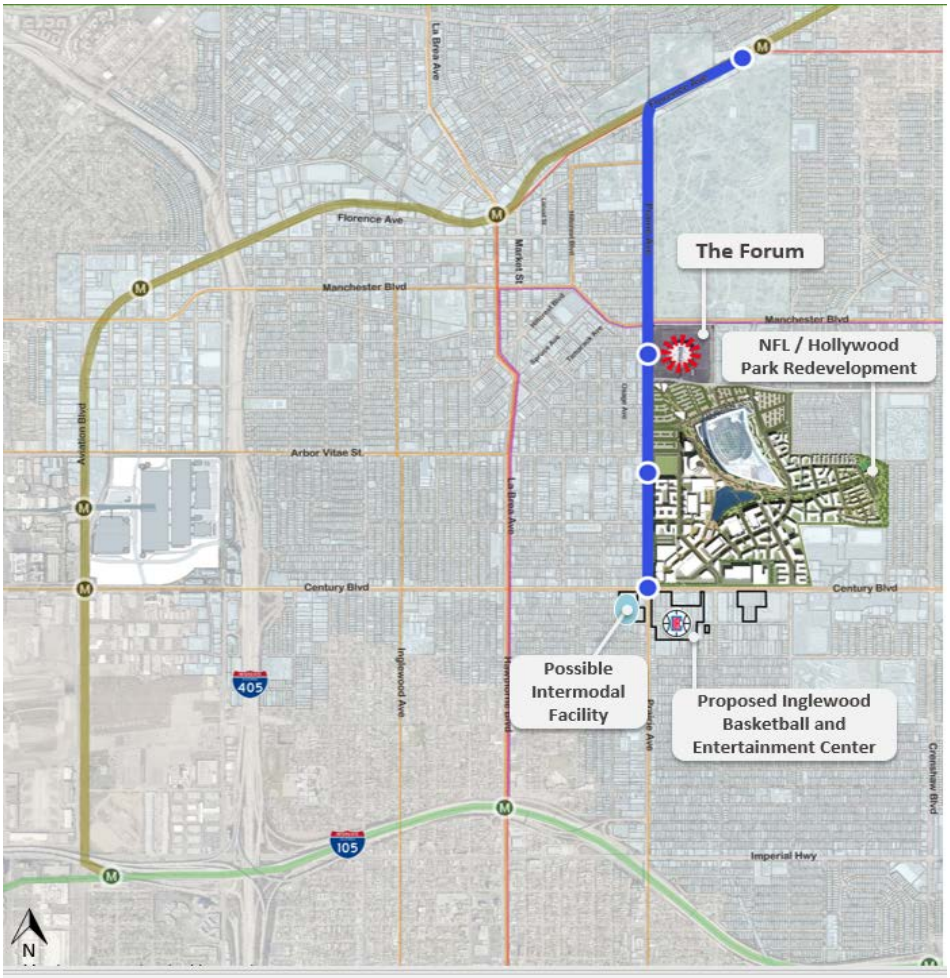
Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
E-4 E-5	**29**	**La Palma Dr**	**Arbor Vitae St**	**939'**	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines 10"CIP	**90'**
E-6 E-7	30	Arbor Vitae St	Hardy St	1346'	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines 8" AC 8" Sewer Pipes	90'
E-8 E-9 E-10	31	Hardy St	Century Blvd	1295'	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines 8" AC 8" Sewer Pipes	90'

2.2 Option B: Fairview Heights Alignment

The Fairview Heights Alignment (Option B) is an aerial alignment that runs approximately one-half mile along Florence Avenue between Prairie Avenue and West Boulevard. The alignment then transitions south along Prairie Avenue for approximately one and three-quarter miles between Florence Avenue to Century Boulevard providing service to Downtown Inglewood, the Forum, the Hollywood Park Development (including NFL Stadium), and the Clippers Arena.

Option B (see Figure 4) was initially conceptualized as part of the June 2016 Metro study to connect the Metro Rail network with Metro owned and operated light rail service directly to the Development. However, the Metro study concluded that the Fairview Heights alignment was infeasible because of its high cost and complexity. Nevertheless, the City of Inglewood is further studying the alignment as part of their Initial Study for the Inglewood Transit Connector as independently owned system that is not interlined with the Metro's LAX Crenshaw LRT line. The Fairview Heights Alignment provides a connection between the LAX Crenshaw LRT Line at Fairview Heights / West Station and the Entertainment District.

Figure 4: Option B: Fairview Heights Alignment



2.2.1 Option B Utility Analysis

There are various types of utilities throughout the northern portion of Market Street, Manchester Boulevard, and Prairie Avenue. As shown in Figure 3, several utility companies maintain the operation of water, sewer, power, cable and phone services in the corridor.

The potable water in the City of Inglewood is supplied by the City, Golden State Water Company, and Cal-America Water Company. Water pipes are located along Market Street, Manchester Boulevard, and Prairie Avenue. The Department of Water and Power (DWP) and the West Basin Municipal Water District also have major pipe lines, 60-inch and 36-inch along Prairie Avenue.

The main lines of the storm drain system in the City of Inglewood are jointly maintained by the Los Angeles County Flood Control District (LACFCD) and the City of Inglewood. The storm drains lines along Prairie Avenue consist of Reinforced Concrete Pipe (RCP) and Reinforced Concrete Box (RCB).

The existing sewer system in the City of Inglewood is owned by both the City and the County and information was provided by the City of Inglewood. Electrical power is supplied by the Southern California Edison Company and the City's Natural gas is provided by the Southern California Gas Company (Transmission Department and Northwest Distribution Region. Florence Avenue and Market Street are well covered with a natural gas facility network and the existing gas lines range in sizes from 1 to 8 inches. Figure 5 illustrates utilities located along Option B at a high level. For a more detailed description of the utilizes please see Attachment A and B.

Preliminary Analysis

Based on preliminary research, minor utility pipes as well as lateral connections to these pipes from adjacent properties have been identified along Florence Avenue. Existing utilities, including sewer, gas and water mains, along these streets pose minimal obstacles for placement of guideway columns; however, various utility crossings at the curve alignment transition at Florence Avenue and Prairie Avenue should be avoided.

Several utilities along Prairie Avenue have been identified within close proximity, approximately 15 feet, to this preliminary project alignment alternative. A 36-inch recycled water line travels along the easterly side of Prairie Avenue and transitions to the centerline of the street at Grace Avenue. A large 60-inch DWP water main and a 33-inch storm drain line are located toward the southerly end of the alignment on the east side of Prairie, approximately 20 to 40 feet from centerline. These utilities may pose significant obstacles but would not be considered infeasible at this stage.

Underground electrical lines, including vaults, are primarily concentrated along or adjacent to easterly and westerly sidewalks and do not pose a concern. Non-gravity flow utilities, including water service lines, may be relocated vertically (lowered) in lieu of horizontal relocation. Utility crossings including electrical and relatively large sized storm drain lines, are primarily found at street intersections. Extensive utility crossings have been identified south of Manchester Boulevard, at Kelso Street/Pincay Drive, and north of Arbor Vitae Street. Guideway column placements should be avoided near these utility crossings and street intersections.

In short, utilities along Option B pose a significant obstacle but relocations are not considered infeasible at this stage. However, although Option B is located with the street right-of-way, there is limited roadway width between Florence Avenue and Manchester Boulevard (Figure 6), and potential property impacts to Inglewood Cemetery are anticipated. As part of the detailed design and environmental review analysis of the preferred alternative, the City will conduct site investigations for exact utility locations and coordinate column placements to avoid/resolve conflicts or relocate utilities based on cost/benefit to the project.

Figure 5: Utilities along Option B: Fairview Heights



Figure 6: Option B: Right-of-Way Analysis

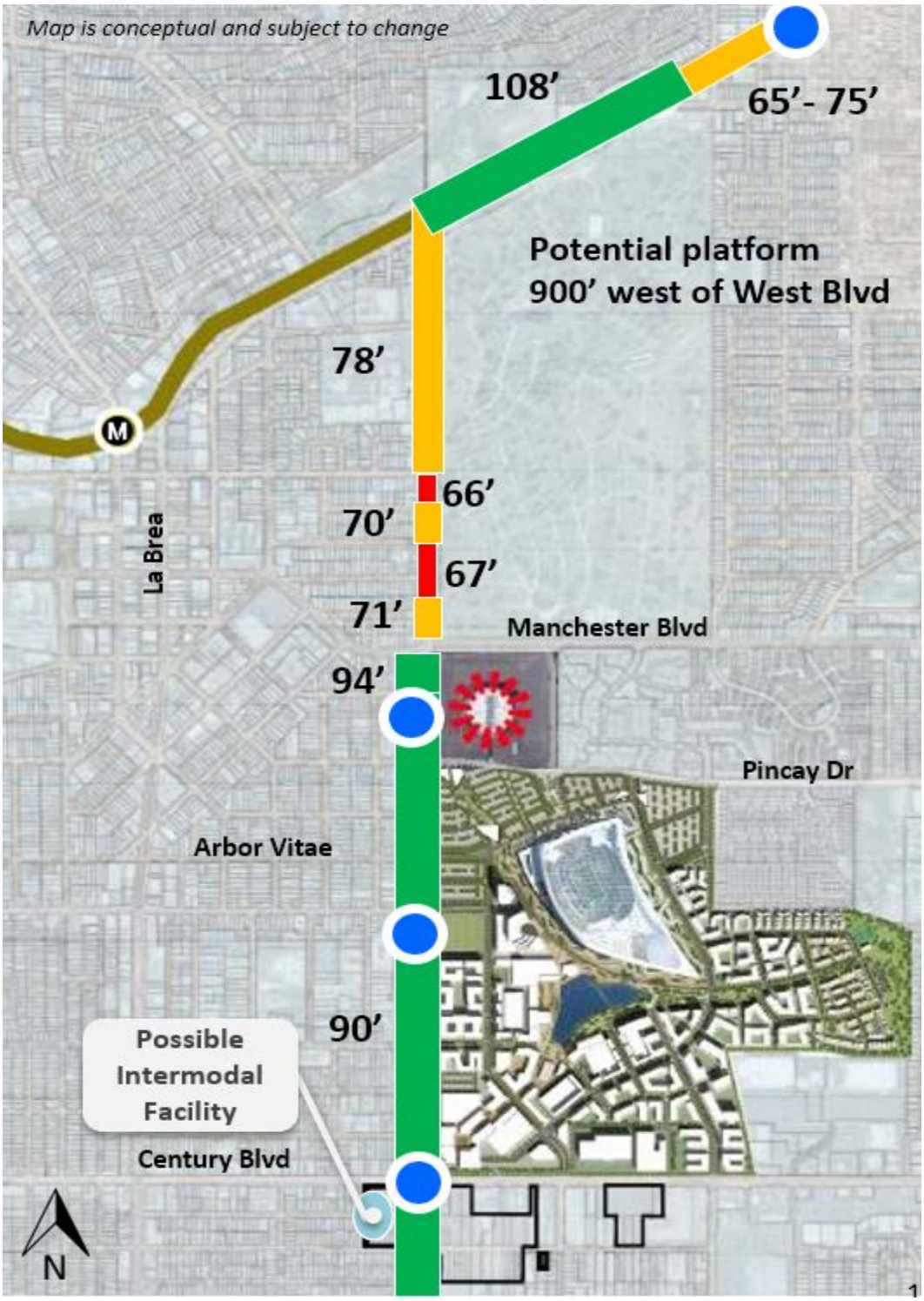


Table 3: Existing Utilities in Inglewood
Option B: Fairview Heights Alignment

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
FLORENCE AVENUE						
G-1	42	High St	West Blvd	986’	12” water pipe, south side of street Gas line (not shown) Existing underground telecommunication lines, north side of street (not shown)	65’ – 75’
G-2	43	Prairie Ave	High St	1955’	Gas line (not shown) Existing underground telecommunication lines, north side of street (not shown)	108’
PRAIRIE AVENUE						
G-3	44	Florence Ave	Grace Ave	884’	Large 36” recycled water pipe, e/o center 12” water pipe, e/o center line 8” sewer pipe, near center of street Storm drain and gas lines	78’
G-4 G-5	45	Grace Ave	Regent St	1459’	Large 36” recycled water pipe, e/o center 12” water pipe, e/o center line 8” sewer pipe, near center of street 24” sewer pipe, west side of street 12” wager pipe, west side of street Gas Line	78’

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
G-6	46	Regent St	Aerick St	358’	Large 36” recycled water pipe, e/o center 12” water pipe, east side of street 12” sewer pipe, west side of street 12” water pipe, west side of street Gas Line	66’
G-6	47	Aerick St	Queen St	335’	Large 36” recycled water pipe, e/o center 12” water pipe, east side of street 12” sewer pipe, west side of street 12” water pipe, west side of street Gas Line	70’
G-6 G-7	48	Queen St	Manchester Ter	360’	Large 36” recycled water pipe, e/o center 12” water pipe, east side of street 12” sewer pipe, west side of street 12” water pipe, west side of street Gas Line	64’
G-7	49	Manchester Ter	Manchester Dr	357’	Large 36” recycled water pipe, e/o center 12” water pipe, east side of street 12” sewer pipe, west side of street 12” water pipe, west side of street Gas Line	67’
G-7	50	Manchester Dr	Manchester Blvd	408’	Large 36” recycled water pipe, e/o center 12” water pipe, east side of street 12” sewer pipe, west side of street 12” water pipe, west side of street Gas Line	71’

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
G-8	51	Manchester Blvd	Nutwood Ave	377’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 10”CIP	94’
E-2	27	Nutwood St	Kelso St-Pincay Dr	654’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 10” CIP	90’
E-3	28	Kelos St-Pincay Dr	La Palma Dr	536’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 10” CIP	90’
E-4 E-5	29	La Palma Dr	Arbor Vitae St	939’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 10” CIP	90’
E-6 E-7	30	Arbor Vitae St	Hardy St	1346’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 8” AC	90’

					8” Sewer Pipes	
E-8 E-9 E-10	31	Hardy St	Century Blvd	1295’	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines 8” AC 8” Sewer Pipes	90’

2.3 Option C: Arbor Vitae Avenue Alignment

The Arbor Vitae Alignment (Option C) is also an aerial alignment that runs approximately 2 miles along Arbor Vitae St from Aviation Boulevard to Prairie Avenue where it transitions south (and potentially north) along Prairie Avenue for approximately half a mile to Century Boulevard providing service to the Forum, the Hollywood Park Development (NFL Stadium), and the Clippers Arena. Option C is the most direct connection between these venues and development to the Metro Airport Connector 96th Street Transit Station and presents opportunity for future connection to a planned regional multi-modal hub served by both Metro's Crenshaw/LAX and Green Line, various Metro and municipal bus lines, and LAWA's APM system.

Figure 7: Option C: Arbor Vitae Alignment



Legend

- Option C: Potential Stations
- Metro Crenshaw Line
- Metro Green Line
- Possible Intermodal Facility

2.3.1 Option C Utility Analysis

There are various types of utilities throughout the northern portion of Market Street, Manchester Boulevard, and Prairie Avenue. As shown in Figure 3, several utility companies maintain the operation of water, sewer, power, cable and phone services in the corridor.

The potable water in the City of Inglewood is supplied by the City, Golden State Water Company, and Cal - America Water Company. Water pipes are located along Market Street, Manchester Boulevard, and Prairie Avenue. The Department of Water and Power (DWP) and the West Basin Municipal Water District also have major pipe lines, 60-inch and 36-inch along Prairie Avenue.

The main lines of the storm drain system in the City of Inglewood are jointly maintained by the Los Angeles County Flood Control District (LACFCD) and the City of Inglewood. The storm drains lines along Prairie Avenue consist of Reinforced Concrete Pipe (RCP) and Reinforced Concrete Box (RCB).

The existing sewer system in the City of Inglewood is owned by both the City and the County and information was provided by the City of Inglewood. Electrical power is supplied by the Southern California Edison Company and the City's Natural gas is provided by the Southern California Gas Company (Transmission Department and Northwest Distribution Region). Arbor Vitae, and Prairie Avenue are well covered with a natural gas facility network and the existing gas lines range in sizes from 1 to 8 inches. Figure 8 illustrates utilities located along Option C at a high level. For a more detailed description of the utilities please see Attachment A and B.

Preliminary Analysis

The most significant utilities identified as part of preliminary research for this alignment alternative include an 8 to 10-inch sewer pipe along the centerline of Arbor Vitae Street between Eucalyptus Ave and La Brea Ave, 36-inch recycled water line along Prairie Ave street centerline that has been identified within 15 ft to the preliminary alignment, large 60-inch DWP water main and a 33-inch storm drain line are located at the east side of Prairie, approximately 20 to 40 feet from centerline (see Figure 8). Together, these utilities may pose significant obstacles but would not be considered infeasible at this stage.

Underground electrical lines, including vaults, are primarily concentrated along or adjacent to sidewalks do not pose a major impediment. Non-gravity flow utilities, including water service lines, may be relocated vertically (lowered) in lieu of horizontal relocation.

In short, due to narrowing of the right-of-way east of Eucalyptus Ave (shown in Figure 9), there are potential major impacts to existing small businesses and possible neighborhood displacement. During detailed design of the preferred alternative, the City will conduct site investigations for exact utility locations and coordinate column placements to avoid/resolve conflicts or relocate utilities based on cost/benefit to the project.

Figure 8: Utilities along Option C: Fairview Heights



Figure 9: Option C Right-of-Way Analysis



Legend

- Less than 70'
- 70' to 79'
- 80' to 90'
- Greater than 90'
- Option C Potential Stations

Table 4: City of Inglewood Utilities
Option C: Arbor Vitae Alignment

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
ARBOR VITAE STREET						
A-1	1	Aviation Blvd	Isis Ave	507’	12” water pipe, centerline of street 8-10” sewer, north side of street Gas line, centerline of street	75’
A-1	2	Isis Ave	e/o Glasgow Ave	1320’	12” water pipe, centerline of street 8-10” sewer, north side of street Gas line, centerline of street	117’
A-1	3	e/o Glasgow Ave	La Cienega Blvd	235’	12” water pipe, centerline of street 8-10” sewer, north side of street Gas line, centerline of street	66’
A-2	4	La Cienega Blvd	w/o Ash Ave	474’	12” water pipe, north side of street Gas line, north side of street	66’
A-2	5	w/o Ash Ave	Kenwood St	518’	12” water pipe, north side of street Gas line, north side of street	70’
A-2	6	Kenwood St	Cedar Ave	935’	12” water pipe, north side of street Gas line, north side of street	80’
A-2	7	Cedar Ave	Inglewood Blvd	652’	12” water pipe, north side of street 8” sewer pipe, south side of street Gravity main, south of center line	80’
A-3	8	Inglewood Blvd	Eucalyptus Ave	665’	12” water pipe, north side of street 8” sewer pipe, south side of street Gravity main, south of center line	73’
A-3	9	Eucalyptus Ave	Walnut St	910’	12” water pipe, north side of street 8” sewer pipe, centerline of street	73’
A-3	10	Walnut St	La Brea Ave	1086’	12” water pipe, north side of street 8” sewer pipe, centerline of street Gas line, north side of street	73’

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
A-4	11	La Brea Ave	Myrtle Ave	1300’	12” water pipe, north side of street 8” sewer pipe, centerline of street Storm drain, south of street Gravity main, south of center line Gas line, north side of street	66’ (80’- Master Plan)
A-5	12	Myrtle Ave	Flower St	468’	12” water pipe, north side of street 8” sewer pipe, centerline of street Storm drain, south of street Gravity main, south of center line Gas line, north side of street	66’ (80’- Master Plan)
A-5	13	Flower S	Prairie Ave	885’	12” water pipe, north side of street 8” sewer pipe, centerline of street Gas line, north side of street	66’ (80’- Master Plan)
PRAIRIE AVENUE						
E-6 E-7	30	Arbor Vitae	Hardy St	1346’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Storm drain and gas lines	90’
E-8 E-9 E-10	31	Hardy St	Century Bl	1295’	Large electrical (16kva, 17.5 kva, 50kva) lines Large 60” DDWP line on east side Large 36” recycled water Storm drain and gas lines 8” AC 8” Sewer Pipes	90’

2.4 Option D: Century Boulevard Alignment

The Century Boulevard Alignment (Option D) is an aerial alignment that runs approximately 2 miles along Century Boulevard from Aviation Boulevard to Prairie Avenue where it transitions north along Prairie for approximately one mile to south of Manchester Boulevard providing service to the Forum, the Hollywood Park Development (NFL Stadium), and Inglewood's Basketball and Entertainment Center.

Figure 10: Option D: Century Blvd Alignment



Legend

- Option D Century Boulevard
- Metro Crenshaw Line
- Metro Green Line
- Possible Intermodal Facility

2.4.1 Option D Utility Analysis

There are various types of utilities throughout Century Boulevard and Prairie Avenue. As shown in Figure 11, several utility companies maintain the operation of water, sewer, storm drain, power, cable, and phone services in the corridor.

The potable water in the City of Inglewood is supplied by the City, Golden State Water Company, and Cal - America Water Company and have water pipes located along Prairie Blvd and Century Blvd. The Department of Water and Power (DWP) and the West Basin Municipal Water District also have major pipe lines, 60 inches and 36-inch waterline along Prairie Ave and Century Blvd.

The main lines of the storm drain system in the City of Inglewood are jointly maintained by the Los Angeles County Flood Control District (LACFCD) and the City of Inglewood. Numerous storm drain lines and catch basin connections are located at intersections.

The existing sewer system in the City of Inglewood is owned by the City and the County and information was provided by the City of Inglewood. Electrical power is supplied by the Southern California Edison Company and the City's Natural gas is provided by the Southern California Gas Company. Utility information was gathered by Transmission Department and Northwest Distribution Region. Century Boulevard and Prairie Avenue are well covered with natural gas facility network and the existing gas lines range in sizes from 1 to 8 inches.

Overhead power lines are located along and crossing Century Boulevard from east of Felton Avenue to Condon Avenue. Clearance requirements for these power lines should be considered when evaluating this alignment. Additional underground electrical lines are located along Option D including crossings between Grevillea and Burn Ave and at the intersection of Prairie Avenue and Century Blvd. Figure 11 illustrates utilities located along Option D at a high level. For a more detailed description of the utilities please see Attachment A.

Preliminary Analysis

In short, although Century Boulevard has a wide ROW of at least 100 feet (illustrated in Figure 12) and continuous center median, major utilities are located along Century Blvd and pose significant conflicts. Major property acquisitions or a major utility relocation effort are required if Option D is the selected alternative. The Interstate 405 freeway crosses Century Boulevard with a single 100-foot bridge span cross Interstate 405 over or under.

As part of the detailed design of preferred alternative, the City will conduct site investigations to determine exact utility locations and coordinate column placements to avoid/resolve conflicts or relocate based on cost/benefits.

Figure 11: Utilities along Option C: Century Blvd

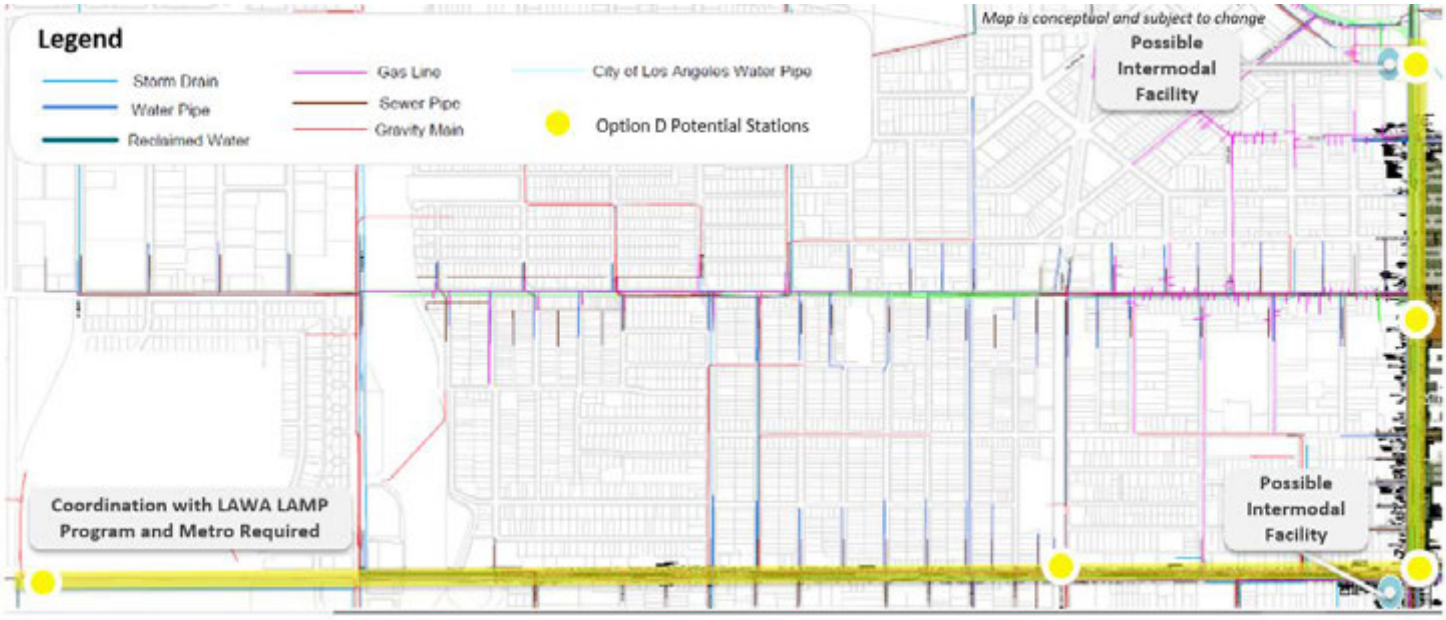


Figure 12: Option C Right-of-Way Analysis



Legend

- Less than 70'
- 70' to 79'
- 80' to 90'
- Greater than 90'
- Option C Potential Stations

Table 5: City of Inglewood Utilities
Option C: Century Blvd Alignment

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
CENTURY BOULEVARD						
F-1	33	Aviation Blvd	La Cienega Blvd	2476’	N/A	115-139’
F-1	34	La Cienega Blvd	I-405 NB Ramps	1042’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, north side of center line Numerous small utilities, SS, T, G, W	110’
F-2	35	I-405 NB Ramps	Felton Ave	287’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, north side of center line Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line	100’
F-3	36	Felton Ave	Burl Ave	991’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, near center of street Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line	91’ (100’ Master Plan)

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
F-4	37	Burl Ave	Inglewood Ave	334’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, near center of street Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line Gravity main, north side of street	82’ (100’ Master Plan)
F-4	38	Inglewood Ave	Condon Ave	673’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, near center of street Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line Gravity main, north side of street	95’ (100’ Master Plan)
F-5 F-6	39	Condon Ave	Hawthorne Blvd	1928’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, near center of street Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line Gravity main, north side of street	100’

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
F-7	40	Hawthorne Blvd	Myrtle Ave	1091’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, near center of street Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line	100’
F-8 F-9	41	Myrtle Ave	Prairie Ave	1559’	36” L.A. water pipe, near center of street 16” water pipe, north side of street 10” sewer pipe, near center of street Numerous small utilities, SS, T, G, W 27” sewer line, 21” sewer line 10” sewer line and 8” sewer line Gravity main, south of center line	100’
PRAIRIE AVENUE						
E-1	26	Manchester Blvd	Nutwood St	377’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Strom drain and gas lines	94’
E-2	27	Nutwood St	Kelso St – Pincay Dr	654’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Strom drain and gas lines 10”CIP	90’

Exhibit	Segment ID	To	From	Segment Length (ft)	Utilities	Right-of-Way (ROW)
E-3	28	Kelso St-Pincay Dr	La Palma Dr	536’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Strom drain and gas lines 10” CIP	90’
E-4 E-5	29	La Palma Dr	Arbor Vitae St	939’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Strom drain and gas lines 10” CIP	90’
E-6 E-7	30	Arbor Vitae St	Hardy St	1346’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Strom drain and gas lines 8” AC 8” Sewer Pipes	90’
E-8 E-9 E-10	31	Hardy St	Century Bl	1295’	Large electrical (16kva, 17.5kva, 50kva) lines Large 60” DWP line on east side Large 36” recycled water Strom drain and gas lines 8” AC 8” Sewer Pipes	90’

2.5 CONCLUSIONS

Based on a preliminary review and inventory of existing utilities and information currently available located within the vicinity of the proposed alignments, various utility relocations obstacles, right-of-way impacts, and design considerations have been identified.

In addition to typical surface improvements, it is anticipated that existing utility infrastructure elements at various locations will need to be reconfigured or protected in place to accommodate the transit project components, including guideway slabs, columns, footings, and supporting infrastructure.

As noted above, the most significant utility impacts are attributed to major utilities along the centerline of streets and/or within close proximity of the projected transit alignments as they may pose obstacles in the placement of the guideway columns. Conflicts with existing utility infrastructure identified in this preliminary analysis can be avoided through design, avoided, or through technically viable relocation. This analysis identifies design requirements for future consideration to avoid relocation of major systems, i.e. 60-inch water main line, LADWP vaults and the high voltage transmission lines. Numerous but minor utility lines and lateral connections are located in close proximity to the transit alignments. These utilities, if cannot be avoided, may be sleeved through foundations in lieu of relocations.

Appendix 2.0.3

Summary of Comments Received on the Recirculated and Original NOP and IS Memorandum

Meridian Consultants
920 Hampshire Road, Suite A5
Westlake Village, California 91631
(805) 367-5720

MEMORANDUM

Date: December 16, 2020

To: Lisa Trifiletti, Principal, Trifiletti Consulting Inc.

From: Christine Lan, Senior Project Manager, Meridian Consultants LLC

Subject: Summary of Comments Received on the Original Notice of Preparation (Original NOP)/ Original Initial Study (Original IS) and the Revised Notice of Preparation (Revised NOP)/ Revised Initial Study (Revised IS) for the Inglewood Transit Connector Project

The City of Inglewood (City or Inglewood), the Lead Agency for the Inglewood Transit Connector (ITC) Project (proposed Project), issued an Original NOP and a Revised NOP stating that the City has determined that an environmental impact report (EIR) should be prepared to evaluate the potential significant environmental effects of the proposed Project.

The purpose of the NOP and Revised NOP was to provide the most up-to-date information describing the Project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the EIR. The City encouraged the Governor's Office of Planning and Research (OPR), responsible and trustee agencies, adjacent cities and counties, and interested members of the public to provide comments on the Original NOP/IS and Original Revised NOP/Revised IS to the City. Thus, the City can ensure the Draft EIR addresses the appropriate topics and considers all potential environmental impacts that may result from the construction and operation of the proposed Project.

Pursuant to State California Environmental Quality Act (CEQA) Guidelines Section 15082(a), upon deciding to prepare an EIR, the City, as Lead Agency, prepared and released an NOP and IS on July 16, 2018. In accordance with the CEQA Guidelines, the City provided the NOP to OPR, applicable trustee or responsible agencies identified for the Project, adjacent cities, the County of Los Angeles, and all interested parties requesting such notice.

As a result of the comments received, in addition to refinements and modifications to the proposed Project identified in the Original NOP and Original IS, a Revised NOP and IS were re-circulated on September 10, 2020. Subsequent to the circulation of the Original IS, OPR updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS was updated accordingly to address the updated Appendix G checklist that became effective on December 28, 2018.

The Original NOP and Revised NOP were mailed to OPR, trustee or responsible agencies identified for the Project, adjacent cities and counties, relevant Native American tribes, and those requesting such notice. A full list of agencies, departments, tribes, and parties that were mailed certified copies of the NOP and the Revised NOP of the distribution list is provided as **Attachment 1: Original NOP Distribution List** and **Attachment 2: Revised NOP Distribution List** to the memorandum.

Original NOP Public Review and Outreach

In addition to the distribution of the NOPs, notices for the Original NOP were published in newspapers with circulation in the local area and surrounding region. These included the *Los Angeles Times* on July 18, 2018, and the *Inglewood News* on July 19, 2018, as well as a Spanish-language notice in *La Opinión* on July 18, 2018. Proofs of publication are included in **Attachment 3: Original NOP Proof of Publication**.

Further, pursuant to the requirements of Public Resources Code Section 21080.3.1 (Assembly Bill 52), the City mailed letters on July 31, 2018, notifying the following Native American tribes of the proposed Project: Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/ Tongva Nation, and Gabrieleno/Tongva San Gabriel Band of Mission Indians. To date, only the Gabrieleño Band of Mission Indians–Kizh Nation has expressed interest in consulting on the proposed Project.

A public scoping meeting for the proposed Project was held on Thursday, July 26, 2018, from 6:00 to 8:00 PM at the Inglewood Senior Citizens Center (111 N. Locust Street, Inglewood, CA 90301) in an open-house format; both Spanish translators and sign language interpreters were present. Although a formal count of attendees was not conducted, it is estimated that approximately 150 people attended the scoping meeting throughout the evening. A copy of the sign-in sheets for the scoping meeting is provided as **Attachment 4: Scoping Meeting Sign-in Sheets**.

The City provided a 30-day period from the release of the Original NOP to allow State and local agencies, as well as the public, to submit written comments regarding the Original NOP and Original IS to the City; the comment period was completed at 5:00 PM on August 15, 2018. In addition, the City accepted written comment cards at the scoping meeting. A list of written comment letters and cards received by the City is shown in **Table 1: Comment Letters Received on the Original Notice of Preparation and Original Initial Study for the Inglewood Transit Connector Project**.

A total of three State agencies, five regional agencies, and one local agency submitted comments. At the scoping meeting, 17 individuals submitted comments.

Copies of the original comment letters and cards are included as **Attachment 5: Comments Received on the ITC Original NOP and Original Initial Study**. All comment cards and letters received have been reviewed to identify the nature of the comments and assess whether they are a comment on the proposed Project or on the potential environmental affects, by topic (e.g., air quality, noise, traffic, etc.); each comment within each letter has been bracketed to allow for future reference. A copy of the matrix listing each

comment letter and the nature of the comment(s) made (whether on the proposed Project or environmental topic) is provided as **Attachment 6: Summary Matrix of Comments and Topics for Original NOP and Original Initial Study.**

Table 1
Comment Letters Received on the Original Notice of Preparation and Original Initial Study for the Inglewood Transit Connector Project

Agency/Entity/Individual	Name of Commenter	Date of Receipt	Letter No.
State Agencies			
State of California, Native American Heritage Commission	Gayle Totton, MA, PhD, Associate Governmental Program Analyst	August 13, 2018	1
State of California, Public Utilities Commission	Daren Gilbert, Manager, Rail Transit Safety Branch, Safety and Enforcement Division	August 13, 2018	2
State of California, Department of Transportation	Miya Edmonson, IGR/CEQA Branch Chief	August 14, 2018	3
Regional Agencies			
West Basin Municipal Water District	Run Chen, Engineering Supervisor	August 8, 2018	4
Southern California Association of Governments	Ping Chang, Acting Manager, Compliance and Performance Monitoring	August 15, 2018	5
West Basin Municipal Water District	Run Chen, Engineering Supervisor	August 15, 2018	6
South Coast Air Quality Management District	Daniel Garcia, Program Supervisor Planning, Rule Development & Area Sources	August 15, 2018	7
County Sanitation Districts of Los Angeles County	Adriana Raza, Customer Service Specialist, Facilities Planning Department	August 8, 2018	8
Los Angeles County Fire Department	Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau	August 20, 2018	9
Local Agencies			
Inglewood Unified School District	Jennifer S. Recine, Esq.	August 15, 2018	10
Public Meeting Comments (written comment)			
	Kathy Alston	July 26, 2018	PW-1
	Joan Beck	July 26, 2018	PW-2
	T. Bunn	July 26, 2018	PW-3
	Gerald Chernick	July 26, 2018	PM-4
	Daniel J. Coles	July 26, 2018	PW-5

Agency/Entity/Individual	Name of Commenter	Date of Receipt	Letter No.
	Randal Curtis	July 26, 2018	PW-6
	William Harris	July 26, 2018	PW-7
	Wilma Kaufman	July 26, 2018	PW-8
	Harriet Keyes	July 26, 2018	PW-9
	Gary Kynard	July 26, 2018	PW-10
	Erica Nelson	July 26, 2018	PW-11
	Diana Patterson	July 26, 2018	PW-12
	Richard Purdy	July 26, 2018	PW-13
	Alma Quijas/Steven Aquino	July 26, 2018	PW-14
	Owen Smith	July 26, 2018	PW-15
	Holly Tempo	July 26, 2018	PW-16
	no name	July 26, 2018	PW-17

Revised NOP Public Review and Outreach

In addition to the distribution of the Original NOP, notices for the Revised NOP were published in newspapers with circulation in the local area and surrounding region. These included the *Los Angeles Times* on September 16, 2020, *Inglewood Today* on September 24, 2020, and the Spanish-language newspaper *La Opinión* on September 15, 2020. Proofs of publication are included in **Attachment 7: Revised NOP Proof of Publication.**

Further, mailing notices of the Revised NOP were distributed on September 10, 2020, notifying the four Native American tribes consulted under AB 52 of the changes to the original project scope. The four tribes are as follows: The Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/ Tongva Nation, and Gabrieleno/Tongva San Gabriel Band of Mission Indians. To date, only the Gabrieleño Band of Mission Indians–Kizh Nation has expressed interest in consulting on the proposed Project. No additional requests on the original or revised project scope were received.

The City provided a 30-day period from the release of the Revised NOP to allow State and local agencies, as well as the public, to submit written comments regarding the Revised NOP and Revised IS to the City; the comment period was completed at 5:00 PM on October 12, 2020. A list of written comment letters received by the City is shown in **Table 2: Comment Letters Received on the Revised Notice of Preparation and Revised Initial Study for the Inglewood Transit Connector Project**.

A total of two State agencies, four regional agencies, three local agency submitted comments, and three interested parties/individuals submitted comments.

Copies of the original comment letters and cards are included as **Attachment 8: Comments Received on the ITC Revised NOP and Revised Initial Study**. All comment letters received have been reviewed to identify the nature of the comments and assess whether they are a comment on the proposed Project or on the

potential environmental affects, by topic (e.g., air quality, noise, traffic, etc.); each comment within each letter has been bracketed to allow for future reference. A copy of the matrix listing each comment letter and the nature of the comment(s) made (whether on the proposed Project or environmental topic) is provided as **Attachment 9: Summary Matrix of Comments and Topics for Revised NOP and Revised Initial Study.**

Table 2
Comment Letters Received on the Revised Notice of Preparation and Revised Initial Study for the Inglewood Transit Connector Project

Agency/Entity/Individual	Name of Commenter	Date of Receipt	Letter No.
State Agencies			
State of California, Native American Heritage Commission	Andrew Green, Cultural Resources Analyst	September 14, 2020	1
State of California, Department of Transportation	Miya Edmonson, IGR/CEQA Branch Chief	October 12, 2020	2
Regional Agencies			
Los Angeles County Transportation Agency	Shine Ling, Manager	October 12, 2020	3
South Coast Air Quality Management District	Lijin Sun, Program Supervisor CEQA IGR Planning, Rule Development & Area Sources	October 12, 2020	4
Los Angeles County Public Works	Toan Duong, Civil Engineer	October 12, 2020	5
Los Angeles County Fire Department	Ronald M. Durbin, Chief	October 15, 2020	6
Local Agencies			
Inglewood Unified School District	Erika F. Torrex, Ed.D., MSW, County Administrator	October 12, 2020	7
City of Culver City (Culver CityBus)	Kaitlyn Zhang, Management Analyst/ Transportation Planner	October 12, 2020	8
Los Angeles Conservancy	Adrian Scott Fine, Director of Advocacy	October 13, 2020	9
Interested Parties and Individuals			
Thomas Safran & Associates	Jordan Pynes, President	October 12, 2020	10
Build Your Dreams Transit Solutions	Patrick Duan	October 9, 2020	11
	William Harris	October 12, 2020	12

ATTACHMENTS

Attachment 1: Original NOP Distribution List
Attachment 2: Revised NOP Distribution List
Attachment 3: Original NOP Proof of Publication
Attachment 4: Scoping Meeting Sign-in Sheets
Attachment 5: Comments Received on the ITC Original NOP and Original Initial Study
Attachment 6: Summary Matrix of Comments and Topics for Original NOP and Original Initial Study
Attachment 7: Revised NOP Proof of Publication
Attachment 8: Comments Received on the ITC Revised NOP and Revised Initial Study
Attachment 9: Summary Matrix of Comments and Topics for Revised NOP and Revised Initial Study

ATTACHMENT 1

Original NOP Distribution List

NOTICE OF PREPARATION (NOP) DISTRIBUTION LIST

Last Updated: 8/31/18

TRIBAL MAILINGS

Number	Tribe	Name	Title	Address	City/State/Zip	Receipt that the NOP was Mailed	AB 52 Letter Mailing Status	Date Received	Received By	Notes
1	Gabrielino Tongva Indians of California Tribal Council	Robert Dorame	Chairperson	P.O. Box 490	Bellflower, CA 90707	n/a	RECEIVED	8/7/2018	R	The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1.
2	Gabrielino/Tongva Nation	Sandonne Goad	Chairperson	106 1/2 Judge John Aiso Street #231	Los Angeles, CA 90012	n/a	RECEIVED	8/2/2018	B. Anderson	The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1.
3	Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales	Chairperson	P.O. Box 693	San Gabriel, CA 91778	n/a	RECEIVED	8/3/2018		The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1.
4	Gabrielino-Tongva Tribe	Charles Alvarez	Chairperson	23454 Vanowen Street	West Hills, CA 91307	n/a	RECEIVED	8/31/2018		The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1. Per United States Postal Service tracking receipts, no authorized recipient was available and the mail went unclaimed and was then returned to sender. An additional attempt to deliver the letter was sent to Mr. Alvarez of the Gabrielino–Tongva Tribe via FedEx standard service without signature confirmation and was confirmed to be delivered by its tracking number on August 31, 2018.
5	Gabrieleno Band of Mission Indians–Kizh Nation	Andrew Salas	Chairman	P.O. Box 393	Covina, CA 91723	yes				The Gabrieleno Band of Mission Indians–Kizh Nation was identified as an additional relevant party and was mailed an NOP on July 13, 2018, in line with the July 16, 2018 NOP release date. To date, this has been the only tribe to express interest in consulting with the City on the proposed Project.

AGENCY MAILINGS

Number	Agency	Name	Title	Address	City/State/Zip	Receipt that the NOP was Mailed	Date Mailed
6	Beach Cities Transit	Joyce Rooney	Transit Operations and Transportation Facilities Manager	415 Diamond Street	Redondo Beach, CA 90277	yes	7/13/2018
7	California Department of Transportation, Division of Aeronautics	Jeff Brown	Chief	MS 40 PO Box 942874	Sacramento, CA 94274-0001	yes	7/13/2018
8	California Department of Transportation, Planning Division			100 South Main Street, MS #16	Los Angeles, CA 90012	yes	7/13/2018
9	California Department of Water Resources	Karla Nemth	Director	P.O. Box 942836, Room 1115-1	Sacramento, CA 94236-0001	yes	7/13/2018
10	City of El Segundo, Office of the City Manager	Greg Carpenter	City Manager	350 Main Street	El Segundo, CA 90245	yes	7/13/2018
11	City of Gardena, Community Development Department	Ed Medrano	Assistant Director	1700 W. 162nd Street	Gardena, CA 90247	yes	7/13/2018
12	City of Gardena, Gtrans	Ernie Crespo	GM Transit Director	13999 S. Western Avenue	Gardena, CA 90249	yes	7/13/2018
13	City of Hawthorne, Office of the City Manager	Arnold Shadbehr	Interim City Manager/ Director of Public Works / City Engineer	4455 W. 126th Street	Hawthorne, CA 90250	yes	7/13/2018
14	City of Hawthorne, Planning Department	Brian James	Director of Planning and Community Development	4455 W. 126th Street	Hawthorne, CA 90250	yes	7/13/2018
15	City of Inglewood Parks, Recreation and Library Services Department	Sabrina Barnes	Director	One Manchester Blvd	Inglewood, CA 90301	yes	7/13/2018
16	City of Inglewood, Economic and Community Development Department	Christopher E. Jackson	Senior Development Manager	One Manchester Blvd	Inglewood, CA 90301	yes	7/13/2018
17	City of Lawndale	Sean M. Moore, AICP	Community Development Director	14717 Burin Avenue	Lawndale, CA 90260	yes	7/13/2018
18	City of Lawndale Transit	Mike Estes	Dir. of Community Services	14717 Burin Avenue	Lawndale, CA 90260	yes	7/13/2018
19	City of Los Angeles, Department of Transportation	Sean Haeri	Sr Transportation Engineer	100 S. Main Street, 10th Floor	Los Angeles, CA 90012	yes	7/13/2018
20	City of Los Angeles, City Administrator	Richard Llewellyn	Interim City Administrative Officer	200 N. Main Street	Los Angeles, CA 90012	yes	7/13/2018
21	City of Los Angeles, Department of City Planning	Vince Bertoni	Planning Director	200 N. Spring Street	Los Angeles, CA 90012	yes	7/13/2018
22	City of Los Angeles, Department of Transportation	Seleta Reynolds	General Manager	100 S. Main Street	Los Angeles, CA 90012	yes	7/13/2018

23	County of Los Angeles Fire Department, Forestry Division	Annie Duong		5823 Rickenbacker Road	Commerce, CA 90040	yes	7/13/2018
24	County of Los Angeles, Chief Executive Office	Sachi Hamai	Chief Executive Officer	500 W. Temple Street	Los Angeles, CA 90012	yes	7/13/2018
25	Culver City Bus	Diana Chang	Transportation Planning Manager	4343 Duquesne Avenue	Culver City, CA 90232	yes	7/13/2018
26	Golden State Water Company	Robert J. Sprawls	President and Chief Executive Officer	5839 Green Valley Circle, Suite #106	Culver City, CA 90230	yes	7/13/2018
27	Inglewood Unified School District	Raphael Guzman	Director of Fiscal Services	401 S. Inglewood Avenue	Inglewood, CA 90301	yes	7/13/2018
28	Long Beach Transit	Paul Gonzalez	External Affairs Manager	1963 E. Anaheim Street	Long Beach, CA 90813	yes	7/13/2018
29	Long Beach Transit	Shirley Hsiao	Service Planning	1963 E. Anaheim Street	Long Beach, CA 90813	yes	7/13/2018
30	Los Angeles County Department of Public Works	Susan Rowghani	Director of Water Engineering and Technical Services	PO Box 51111, Room 1336-B	Los Angeles, CA 90051	yes	7/13/2018
31	Los Angeles County Department of Public Works, Water Resources Division	Angela R. George-Moody	Deputy Director	P.O. Box 1460	Alhambra CA 91802-1460	yes	7/13/2018
32	Los Angeles County Department of Regional Planning	Amy Bodek	Director of Planning	320 W. Temple Street, 13th Floor	Los Angeles, CA 90012	yes	7/13/2018
33	Los Angeles County Metropolitan Transportation Authority, Environmental Services Department	Emmanuel Liban	Executive Officer	One Gateway Plaza	Los Angeles, CA 90012	yes	7/13/2018
34	Los Angeles County Metropolitan Transportation Authority, Service Planning / Scheduling Dept	Scott Greene	Transportation Planning Manager	One Gateway Plaza	Los Angeles, CA 90012	yes	7/13/2018
35	Los Angeles County Metropolitan Transportation Authority, Service Planning and Scheduling Dept	Scott Page	Senior Director of Service Performance and Analysis	One Gateway Plaza	Los Angeles, CA 90012	yes	7/13/2018
36	Los Angeles County Metropolitan Transportation Authority, Transit Corridors Planning	David Mieger	Executive Officer	One Gateway Plaza - Mail Stop 99-23-4	Los Angeles, CA 90012	yes	7/13/2018
37	Los Angeles Regional Water Quality Control Board	Renee Purdy	Supervisor, Environmental Program Manager I	320 W 4th St #200	Los Angeles, CA 90013	yes	7/13/2018
38	Los Angeles Regional Water Quality Control Board	Chris Lopez	Permitting	320 W 4th St #200	Los Angeles, CA 90013	yes	7/13/2018
39	Los Angeles World Airports, Facilities Planning Division	Evelyn Quintanilla		1 World Way	Los Angeles, CA 90045	yes	7/13/2018
40	Sacramento Fish and Wildlife Office	John Hell	Assistant Regional Director, External Affairs	2800 Cottage Way, Rm W-2605	Sacramento, CA 95825-1846	yes	7/13/2018
41	Sanitation Districts of Los Angeles County	Grace Robinson Hyde		1955 Workman Mill Road	Whittier, CA 90601	yes	7/13/2018
42	Southern California Association of Governments (SCAG)	Kome Ajise	Planning Director	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	yes	7/13/2018
43	SCAG	Ping Chang	Acting Mgr for Env Comp.	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	yes	7/13/2018
44	SCAG	Guoxiong Huan	Manager	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	yes	7/13/2018
45	South Coast Air Quality Management District (SCAQMD)	Michael O'Kelly	Acting Executive Officer	21865 Copley Drive	Diamond Bar, CA 91765	yes	7/13/2018
46	SCAQMD	Lijin Sun	J.D. Program Supervisor CEQA	21865 Copley Drive	Diamond Bar, CA 91765	yes	7/13/2018
47	SCAQMD	Michael Krause	CEQA Manager	21865 Copley Drive	Diamond Bar, CA 91765	yes	7/13/2018
48	South Bay Cities Council of Governments (SBCCOG)	Steve Lantz	Transportation Director	20285 S. Western Ave Suite 100	Torrance, CA 90501	yes	7/13/2018
49	Southern California Edison South Bay Service Center	Christopher Thompson	Vice President	505 Maple Ave	Torrance, CA 90503	yes	7/13/2018
50	Southern California Gas Company	Luis Ramirez	Pipeline Planning Assistant	9400 Oakdale Ave	Chatsworth, CA 91311	yes	7/13/2018
51	Southern California Gas Company	Gamaliel Vasquz		555 W 5th Street	Los Angeles, CA 90013	yes	7/13/2018
52	Torrance Transit	Kim Turner	GM/Transit Director	3031 Torrance Blvd	Torrance, CA 90503	no	7/13/2018
53	US Department of Transportation, Federal Aviation Administration	Dennis Roberts	Regional Administrator, FAA Western-Pacific Region	15000 Aviation Blvd	Lawndale, CA 90261	yes	7/13/2018
54	West Basin Municipal Water District	Shivaji Deshmukh	Assistant General Manager	17140 S Avalon Blvd #210	Carson, CA 90746	yes	7/13/2018

ATTACHMENT 2

Revised NOP Distribution List

	AGENCY	NAME OF THE COMMENTER	Mailing Address		SOURCE		
			Street Address	City/State/Zip Code		MAILING NOTICE	EMAIL BLAST
Federal Agencies							
1	US Department of Transportation, Federal Aviation Administration	Dennis Roberts, Regional Administrator, FAA Western - Pacific Region	15000 Aviation Blvd	Lawndale, CA 90261	NOP Distribution List	X	
State Agencies							
2	State of California, Native American Heritage Commission	Gayle Totton, MA, PhD, Associate Governmental Program Analyst	1550 Harbor Blvd., Suite 100	West Sacramento, CA 95691	Submitted Comment Letter: 8/13/2018	X	
3	State of California, Public Utilities Commission	Daren Gilbert, Manager, Rail Transit Safety Branch, Safety and Enforcement Division	320 W 4th Street, Suite 500	Los Angeles, CA 90013	Submitted Comment Letter: 8/13/2018	X	
4	State of California, Department of Transportation	Miya Edmonson, IGR/CEQA Branch Chief	100 S. Main Street, MS 16	Los Angeles, CA 90012	Submitted Comment Letter: 8/14/2018	X	
5	Sacramento Fish and Wildlife Office	John Hell, Assisant Regional Director, External Affairs	2800 Cottage Way, Rm W-2605	Sacramento, CA 95825-1846	NOP Distribution List	X	
Regional Agencies							
6	West Basin Municipal Water District	Run Chen, Engineering Supervisor Shivaji Deshmukh, Assistant General Manager	17140 S Avalon Blvd #210	Carson, CA 90746	Submitted Comment Letter: 8/8/2018	X	
7	Southern California Association of Governments	Ping Chang, Acting Manager, Compliance and Performance Monitoring	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	Submitted Comment Letter: 8/15/2018		
8	South Coast Air Quality Management District	Daniel Garcia, Program Supervisor Planning, Rule Development & Area Sources	21865 Copley Drive	Diamond Bar, CA 91765 - 4178	Submitted Comment Letter: 8/15/2018		
9	County Sanitation Districts of Los Angeles	Adriana Raza, Customer Service Specialist, Facilities Planning Department	1955 Workman Mill Road	Whittier, CA 90601 - 1400	Submitted Comment Letter: 8/8/2020	X	
10	Los Angeles County Fire Department	Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau	1320 North Eastern Avenue	Los Angeles, CA 90063-3294	Submitted Comment Letter: 8/20/2018		
11	California Department of Transportation, Division of Aeronautics	Jeff Brown, Chief	MS 40 PO Box 942874	Sacramento, CA 94274-0001	NOP Distribution List	X	
12	California Department of Transportation, Planning Division	N/A	100 South Main Street, MS #16	Los Angeles, CA 90012	NOP Distribution List	X	
13	California Department of Water Resources	Karla Nemth, Director	P.O. Box 942836, Room 1115-1	Sacramento, CA 94236-0001	NOP Distribution List	X	
14	County of Los Angeles Fire Department, Forestry Division	Annie Duong	5823 Rickenbacker Road	Commerce, CA 90040	NOP Distribution List	X	
15	County of Los Angeles, Chief Executive Office	Sachi Hamai	500 W. Temple Street	Los Angeles, CA 90012	NOP Distribution List	X	
16	Golden State Water Company	Robert J. Sprawls, President and Chief Executive Officer	5839 Green Valley Circle, Suite #106	Culver City, CA 90230	NOP Distribution List	X	
17	Los Angeles County Department of Public Works	Susan Rowghani, Director of Water Engineering and Technical Services	PO Box 51111, Room 1336-B	Los Angeles, CA 90051	NOP Distribution List	X	
18	Los Angeles County Department of Public Works, Water Resources Division	Angela R. George-Moody, Deputy Director	P.O. Box 1460	Alhambra CA 91802-1460	NOP Distribution List	X	
19	Los Angeles County Department of Regional Planning	Amy Bodek, Director of Planning	320 W. Temple Street, 13th Floor	Los Angeles, CA 90012	NOP Distribution List	X	
20	Los Angeles Regional Water Quality Control Board	Renee Purdy, Supervisor, Environmental Program Manager	320 W 4th St #200	Los Angeles, CA 90013	NOP Distribution List	X	
21	Los Angeles Regional Water Quality Control Board	Chris Lopez	320 W 4th St #200	Los Angeles, CA 90013	NOP Distribution List	X	
22	Los Angeles World Airports, Facilities Planning Division	Evelyn Quintanilla	1 World Way	Los Angeles, CA 90045	NOP Distribution List	X	
23	Sanitation Districts of Los Angeles County	Grace Robinson Hyde	1955 Workman Mill Road	Whittier, CA 90601	NOP Distribution List	X	
24	Southern California Association of Governments (SCAG)	Kome Ajise, Director	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	NOP Distribution List	X	
25	Southern California Association of Governments (SCAG)	Ping Chang, Acting Manger for Environmental Compliance	899 Wilshire Blvd., Suite 1700	Los Angeles, CA 90016	NOP Distribution List	X	
26	Southern California Association of Governments (SCAG)	Darin Chidsey	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	NOP Distribution List	X	
27	South Coast Air Quality Management District (SCAQMD)	Michael O'Kelly, Acting Executive Officer	21865 Copley Drive	Diamond Bar, CA 91765	NOP Distribution List	X	
28	South Coast Air Quality Management District (SCAQMD)	Lijin Sun, J.D. Program Supervisor CEQA	21865 Copley Drive	Diamond Bar, CA 91765	NOP Distribution List	X	
29	South Coast Air Quality Management District (SCAQMD)	Michael Krause, CEQA Manger	21865 Copley Drive	Diamond Bar, CA 91765	NOP Distribution List	X	
30	South Bay Cities Council of Governments (SBCCOG)	Steve Lantz, Transportation Director	20285 S. Western Ave Suite 100	Torrance, CA 90501	NOP Distribution List	X	
31	Southern California Edison South Bay Service Center	Christopher Thompson, Vice President	505 Maple Ave	Torrance, CA 90503	NOP Distribution List	X	
32	Southern California Gas Company	Luis Ramirez, Pipeline Planning Assistant	9400 Oakdale Ave	Chatsworth, CA 91311	NOP Distribution List	X	
33	Southern California Gas Company	Gamaliel Vasquz	555 W 5th Street	Los Angeles, CA 90013	NOP Distribution List	X	
34	Native American Heritage Commission, Cultural and Environmental Department	Gayle Totton, Government Program Analyst	1550 Harbor Blvd., Suite 100	West Sacramento, CA 95691	NOP Distribution List	X	
35	Public Utilities Comission	Daren Gilbert	320 W 4th Street, Suite 500	Los Angeles, CA 90013	NOP Distribution List	X	
36	County Sanitation Districts of Los Angeles County	Adriana Raza	1955 Workman Mill Road	Whittier, CA 90601 - 1400	NOP Distribution List	X	
37	County of Los Angeles Fire Department	Michael Y. Takeshita	1320 North Eastern Avenue	Los Angeles, CA 90063-3294	NOP Distribution List	X	
Local Agencies							
38	Inglewood Unified School District	Jennifer S. Recine, Esq. Raphael Guzman, Director of Fiscal Services	1633 Broadway	New York, NY 10019	Submitted Comment Letter: 8/10/2018	X	
38	City of Inglewood Parks, Recreation and Library Services Department	Sabrina Barnes, Director	One Manchester Blvd	Inglewood, CA 90301	NOP Distribution List	X	
38	City of Inglewood, Economic and Community Development Department	Christopher E. Jackson, Senior Development Manager	One Manchester Blvd	Inglewood, CA 90301	NOP Distribution List	X	
Tribal Mailings (AB 52)							
39	Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson	P.O. Box 490	Bellflower, CA 90707	NOP Distribution List	X	
40	Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso Street #231	Los Angeles, CA 90012	NOP Distribution List	X	
41	Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	P.O. Box 693	San Gabriel, CA 91778	NOP Distribution List	X	
42	Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson	23454 Vanowen Street	West Hills, CA 91307	NOP Distribution List	X	
43	Gabrieleno Band of Mission Indians–Kizh Nation	Andrew Salas, Chairman	P.O. Box 393	Covina, CA 91723	NOP Distribution List	X	
Transit Agencies							
44	Beach Cities Transit	Joyce Rooney, Transit Operations and Transportatin Facilities Manager	415 Diamond Street	Redondo Beach, CA 90277	NOP Distribution List	X	
45	City of Gardena, Gtrans	Ernie Crespo, Director	13999 S. Western Avenue	Gardena, CA 90249	NOP Distribution List	X	
46	City of Los Angeles, Department of Transportation	Seleta Reynolds	100 S. Main Street	Los Angeles, CA 90012	NOP Distribution List	X	
47	Culver City Bus	Diana Chang, Transportation Planning Manager	4343 Duquesne Avenue	Culver City, CA 90232	NOP Distribution List	X	
48	Long Beach Transit	Lee Burner	1963 E. Anaheim Street	Long Beach, CA 90813	NOP Distribution List	X	
49	Long Beach Transit	Shirley Hsiao	1963 E. Anaheim Street	Long Beach, CA 90813	NOP Distribution List	X	
50	Los Angeles County Metropolitan Transportation Authority, Environmental Services Department	Emmanuel Liban, Executive Officer	One Gateway Plaza	Los Angeles, CA 90012	NOP Distribution List	X	

Existing No Change
Information Change

New Contact

There's a repeat for this item

51	Los Angeles County Metropolitan Transportation Authority, Service Planning / Scheduling Dept	Scott Greene, Transportation Planning Manager	One Gateway Plaza	Los Angeles, CA 90013	NOP Distribution List	X	
52	Los Angeles County Metropolitan Transportation Authority, Service Planning and Scheduling Dept	Josephy Forgiarini, Director	One Gateway Plaza	Los Angeles, CA 90014	NOP Distribution List	X	
53	Los Angeles County Metropolitan Transportation Authority, Transit Corridors Planning	David Mieger, Executive Officer	One Gateway Plaza	Los Angeles, CA 90015	NOP Distribution List	X	
54	Los Angeles County Metropolitan Transportation Authority, Transit Corridors Planning	Shine Ling, Manager Transportation Planning	One Gateway Plaza	Los Angeles, CA 90016		X	
55	Torrance Transit	Kim Turner, GM/Transit Director	3031 Torrance Blvd	Torrance, CA 90503	NOP Distribution List	X	
Surrounding Jusrisdictions							
56	City of El Segundo, Office of the City Manager	Greg Carpenter, City Manager	350 Main Street	El Segundo, CA 90245	NOP Distribution List	X	
57	City of Gardena, Community Development Department	Ed Medrano, Assistant Director	1700 W. 162nd Street	Gardena, CA 90247	NOP Distribution List	X	
58	City of Hawthorne, Office of the City Manager	Arnold Shadbehr	4455 W. 126th Street	Hawthorne, CA 90250	NOP Distribution List	X	
59	City of Hawthorne, Planning Department	Brian James, Director of Planning and Community Development	4455 W. 126th Street	Hawthorne, CA 90250	NOP Distribution List	X	
60	City of Lawndale	Sean M. Moore, Community Development Director	14717 Burin Avenue	Lawndale, CA 90260	NOP Distribution List	X	
61	City of Los Angeles, Department of Transportation	Eddie Guerrero & Thomas Corronza, Sr. Transportation Engineer	100 S. Main Street, 10th Floor	Los Angeles, CA 90012	NOP Distribution List	X	
62	City of Los Angeles, City Administrator	Richard Llewellyn	200 N. Main Street	Los Angeles, CA 90012	NOP Distribution List	X	
63	City of Los Angeles, Department of City Planning	Kevin Keller	200 N. Spring Street	Los Angeles, CA 90012	NOP Distribution List	X	
Other Statkeholders - General Public							
64	The Silverstein Law Firm	Robert Silverstein	215 North Marengo Avenue, 3rd Floor	Pasadena, CA 91101-1504	NOP Distribution List	X	
65	Thomas Safran & Associates	Cedric Morris	11811 San Vicente Blvd.	Los Angeles, CA 90049	NOP Distribution List	X	
66	Fiesta Martin	Fiesta Martin	300 E Florence Ave	Inglewood, CA 90301	NOP Distribution List	X	X
67	Antojitos Martin	Antojitos Martin	310 E Florence Ave	Inglewood, CA 90301	NOP Distribution List	X	
68	Aero Collective	Brion Moran	209 S Market St	Inglewood, CA 90301	NOP Distribution List	X	
69	City of Inglewood	Donnell Norwood	4641 W 63rd St	Los Angeles, CA 90043	NOP Distribution List	X	
70	LA Standard Newspaper	Jason Lewis			NOP Distribution List		X
71	-	Corazon Alfelar			NOP Distribution List		X
72	-	Judy Burns			NOP Distribution List		X
73	LA Sentinel	Meke Anderson			NOP Distribution List		X
74	-	Thomas Daley			NOP Distribution List		X
75	FASTSIGNS Inglewood/LAX	Eric Baines			NOP Distribution List		X
76	-	Richard Diaz			NOP Distribution List		X
77	Balfour Beatty	Shannon Lawrence			NOP Distribution List		X
78	-	Sondra Kelly			NOP Distribution List		X
79	-	William Harris			NOP Distribution List		X
80	-	Geraldo Martin			NOP Distribution List		X
81	-	Helen Mayfield			NOP Distribution List		X
82	-	Ora Lee Alex			NOP Distribution List		X
83	-	Mary Beal			NOP Distribution List		X
84	-	Michelle Patrick			NOP Distribution List		X
85	-	Joan Beck			NOP Distribution List		X
86	-	Ruth Tillett			NOP Distribution List		X
87	-	Edward Edwards			NOP Distribution List		X
88	-	C.M. Bryant			NOP Distribution List		X
89	BYD	Patrick Duan			NOP Distribution List		X
90	-	Daniel J. Coles			NOP Distribution List		X
91	-	Kathy Alston			NOP Distribution List		X
92	-	Steven Aquino			NOP Distribution List		X
93	-	Holly Tempo			NOP Distribution List		X
94	-	William Perez			NOP Distribution List		X
95	-	Juanita Greenwood			NOP Distribution List		X
96	-	Michael Garett			NOP Distribution List		X
97	-	Ronald Curtis			NOP Distribution List		X
98	Advance America	Harriet Keyes			NOP Distribution List		X
99	-	Jess Fugen			NOP Distribution List		X
100	-	Ray Davis			NOP Distribution List		X
101	-	Willis Ag			NOP Distribution List		X
102	-	Maggie Ikemi			NOP Distribution List		X
103	-	Brenda Tillis			NOP Distribution List		X
104	-	Jim Bruck			NOP Distribution List		X
105	West Chesto Clergy	D. Webster			NOP Distribution List		X
106	-	Ajama Tychimba			NOP Distribution List		X
107	-	Michael Lu			NOP Distribution List		X
108	-	Barbara Rose			NOP Distribution List		X
109	BYD	Ben Juvjevich			NOP Distribution List		X
110	BYD	Jenny Jing			NOP Distribution List		X
111	-	Carolyn Fowler			NOP Distribution List		X

112	-	Gregory Beck			NOP Distribution List		X
113	-	Claire Buell			NOP Distribution List		X
114	-	Ted Buell			NOP Distribution List		X
115	H.O.P.E.	Linda Ricks			NOP Distribution List		X
116	-	Gary Kynard			NOP Distribution List		X
117	-	Doreen Hayword			NOP Distribution List		X
118	-	Alma Quijas			NOP Distribution List		X
119	-	Sylvester Milchete			NOP Distribution List		X
120	CTI Environmental	Walter Brown			NOP Distribution List		X
121	Torrance Transit	Mark MacDougall			NOP Distribution List		X
122	-	Michael Holmes			NOP Distribution List		X
123	-	Marla Camacho			NOP Distribution List		X
124	-	Charles Headley			NOP Distribution List		X
125	-				NOP Distribution List		X
126	KPFF Consulting Engineers	Neha Yadav			NOP Distribution List		X
127	Torrance Transit	David Mach			NOP Distribution List		X
128	Aero Collective	Andrew Crane			NOP Distribution List		X
129	Base	Michaal Anderson			NOP Distribution List		X
130	-	Julie Vanessa Ervin			NOP Distribution List		X
131	-	Philip Buras			NOP Distribution List		X
132	-	Joey Davis			NOP Distribution List		X
133	-	Wilma Kaufman			NOP Distribution List		X
134	-	Scott Burns			NOP Distribution List		X
135	AECOM	Lynn Feng			NOP Distribution List		X
136	Torrance Transit System	Pamela Tang			NOP Distribution List		X
137	-	Ted Dawes			NOP Distribution List		X
138	The Miracle Rester	Owen Smith			NOP Distribution List		X
139	-	Sheila Woods			NOP Distribution List		X
140	-	Yvette Darton			NOP Distribution List		X
141	-	Matthew Bilow (page 30)			NOP Distribution List		X
142	-	Hattie Mae Ervin			NOP Distribution List		X
143	Crenshaw Leadership Counsel	Brian J Bowens			NOP Distribution List		X
144	-	Virginia Lawrence			NOP Distribution List		X
145	-	Angela Gibson			NOP Distribution List		X
146	98th Place Block, Club "B"	Charles Gyden			NOP Distribution List		X
147	-	Barbara Taylor			NOP Distribution List		X
148	-	James Tomakice (page 32) check name			NOP Distribution List		X
149	WFG Financial Transamerica	D. Williams			NOP Distribution List		X
150	Los Angeles County Sup	Lacey Johnson			NOP Distribution List		X
151	Los Angeles County	Ridley Thomas			NOP Distribution List		X
152	Black Equities	Zach Zalben			NOP Distribution List		X
153	-	Ashiyr Pierson			NOP Distribution List		X
154	-	Michael Pinkett			NOP Distribution List		X
155	Hop Skip Drive	Qiana Patterson			NOP Distribution List		X
156	-	T. Bunn			NOP Distribution List		X
157	Monorail Society	Gerald Chernick			NOP Distribution List		X
158	-	Randal Curtis			NOP Distribution List		X
159	-	Erica Nelson			NOP Distribution List		X
160	-	Richard Purdy			NOP Distribution List		X
161	GLAAACC	Erick Holly			2019 Fall Outreach List		X
162	The Miracle Inglewood	Owen Smith			2019 Fall Outreach List		X
163	The Miracle Inglewood	The Miracle Inglewood Staff Member			2019 Fall Outreach List		X
164	AERO Collective	Brion Moran			2019 Fall Outreach List		X
165	AERO Collective	Andrew Crane			2019 Fall Outreach List		X
166	Jamz Creamery	Jay Allen			2019 Fall Outreach List		X
167	Inglewood Community Member	Jermaine Thompson			2019 Fall Outreach List		X
168	Inglewood Community Member	Gloria Prudhomme			2019 Fall Outreach List		X
169	Inglewood Community Member	Haneef Munir			2019 Fall Outreach List		X
170	Inglewood Community Member	Lamonte Lyons			2019 Fall Outreach List		X
171	Inglewood Community Member	Patricia Douglas			2019 Fall Outreach List		X
172	Sip and Sonder - Market St. Biz Owner	Amanda Thomas			2019 Fall Outreach List		X
173	Sip and Sonder - Market St. Biz Owner	Shanita Nicholas			2019 Fall Outreach List		X
174	Philthy Ragz - Market St. Biz Owner	Gaynelle White			2019 Fall Outreach List		X
175	Philthy Ragz - Market St. Biz Owner	Gaynelle White			2019 Fall Outreach List		X

176	From the Heart Pre-School	Betty Lucket			2019 Fall Outreach List		X
177	Faithful Central Bible Church	Steve Johnson			2019 Fall Outreach List		X
178	Faithful Central Bible Church	John Paul Foster			2019 Fall Outreach List		X
179	Faithful Central Bible Church	George B. Thompson			2019 Fall Outreach List		X
180	Faithful Central Bible Church	Crysal Mozell			2019 Fall Outreach List		X
181	First Luthern Church Leadership Meml	Elvia T. Matias			2019 Fall Outreach List		X
182	First Luthern Church Leadership Meml	Linda Amorin			2019 Fall Outreach List		X
183	First Luthern Church Leadership Meml	Carlos Cortez			2019 Fall Outreach List		X
184	First Luthern Church Leadership Meml	Laura C. Cortez			2019 Fall Outreach List		X
185	First Luthern Church Leadership Meml	Patrick Davies			2019 Fall Outreach List		X
186	First Luthern Church Leadership Meml	Felicia Beacham			2019 Fall Outreach List		X
187	First Luthern Church Leadership Meml	Jim Kelch			2019 Fall Outreach List		X
188	First Luthern Church Leadership Meml	Gail Kelch			2019 Fall Outreach List		X
189	Gateway Los Angeles	Laurie Hughes			2019 Fall Outreach List		X
190	Jan Perry for Supervisor	Jan Perry			2019 Fall Outreach List		X
191	The Ruth Group	Bob Ruth			2019 Fall Outreach List		X
192	LINX	Anna Kozma			2019 Fall Outreach List		X
193	LAWA	Stephanie Sampson			2019 Fall Outreach List		X
194	LAT Investment	Bruce Nahid			2019 Fall Outreach List		X
195	JPS	Brian Vandehy			2019 Fall Outreach List		X
196	L + R Group	Ed Pomponio			2019 Fall Outreach List		X
197	Hilton	Grant Coonley			2019 Fall Outreach List		X
198	LA 2028	Marissa Pettys			2019 Fall Outreach List		X
199	Four Points	Kym Myers			2019 Fall Outreach List		X
200	Gateway Los Angeles	Calvin Beard			2019 Fall Outreach List		X
201	Marriott	Jeff Hart			2019 Fall Outreach List		X
202	Westin	Mark Goldrup			2019 Fall Outreach List		X
203	LAR	Charles Babbet			2019 Fall Outreach List		X
204	Holly Park Knolls	Gina Martinez			2019 Fall Outreach List		X
205	Aero	Andrew Crane			2019 Fall Outreach List		X
206	Comm	Gene Eldridge			2019 Fall Outreach List		X
207	Resident	Chadonna McClain			2019 Fall Outreach List		X
208	Briarwood	Bill West			2019 Fall Outreach List		X
209	From the Heart	Betty Luckett			2019 Fall Outreach List		X
210		Theo Dora Olie			2019 Fall Outreach List		X
211	Resident	Michael Prudent			2019 Fall Outreach List		X
212	Resident	Latricee Prudent			2019 Fall Outreach List		X
213	Market St. Property Owner	Viktor Simco			2019 Fall Outreach List		X
214	Aero Collective	Brion Moran			2019 Fall Outreach List		X
215	Ensbury Group	Miguel Padilla			2019 Fall Outreach List		X
216	Resident	William Harris			2019 Fall Outreach List		X
217	Erick Holly	Erick Holly			2019 Fall Outreach List		X
218	The Miracle Theater	Owen Smith			2019 Fall Outreach List		X
219	St. John Chrysostom	Father Chris Bazyouros			2019 Fall Outreach List		X
220	La Cvente Spare	Tevell Johnson			2019 Fall Outreach List		X
221	Business Owner	Marianne Daye			2019 Fall Outreach List		X
222	Inglewood Artist	Gary Green			2019 Fall Outreach List		X
223	NAMCSC	Sharon Coleman			2019 Fall Outreach List		X
224	Dr. Ctr Mror	Maxine Toler			2019 Fall Outreach List		X
225	Resident	Jasmin Conner			2019 Fall Outreach List		X
226	Owner	Robert Biggs			2019 Fall Outreach List		X
227	Resident	M. Mitchell			2019 Fall Outreach List		X
228	Southwest Airlines	Arturo Galvan Jr.			2019 Fall Outreach List		X
229	Burns & Bouchard	Kristen Lonner			2019 Fall Outreach List		X
230	Golding + Lamothe	Rae Lamothe			2019 Fall Outreach List		X
231	Jenkins/Gales + Martinez	Ryan Gales			2019 Fall Outreach List		X
232	LAWA	Chamberlain Duru			2019 Fall Outreach List		X
233	Golding + Lamothe	Jonathan Golding			2019 Fall Outreach List		X
234	Marathon Communications	Gabe Kramer			2019 Fall Outreach List		X
235	Synergy Global Housing	Malynda Seeger			2019 Fall Outreach List		X
236	Compass	Jod Vendetle			2019 Fall Outreach List		X
237	Westchester BID	John Ruhler			2019 Fall Outreach List		X
238	AvAir Pros	Lori Peters			2019 Fall Outreach List		X
239	LAWA	Stephanie Sampson			2019 Fall Outreach List		X
240	Mimi Speaks	Mimi Donaldson			2019 Fall Outreach List		X
241	Reason Foundation	Jon Graff			2019 Fall Outreach List		X

242	Cedars Sinai Health System	Alicia Wachtel			2019 Fall Outreach List		X

TRIBAL MAILINGS

Number	Tribe	Name	Title	Address	City/State/Zip	Receipt that the NOP was Mailed	AB 52 Letter Mailing Status	Date Received	Received By	Notes
1	Gabrielino Tongva Indians of California Tribal Council	Robert Dorame	Chairperson	P.O. Box 490	Bellflower, CA 90707	yes	RECEIVED	8/7/2018	R.. Dorame	The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1.
2	Gabrielino/Tongva Nation	Sandonne Goad	Chairperson	106 1/2 Judge John Aiso Street #231	Los Angeles, CA 90012	yes	RECEIVED	8/2/2018	B. Anderson	The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1.
3	Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales	Chairperson	P.O. Box 693	San Gabriel, CA 91778	yes	RECEIVED	8/3/2018	A. Morales	The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1.
4	Gabrielino-Tongva Tribe	Charles Alvarez	Chairperson	23454 Vanowen Street	West Hills, CA 91307	yes	RECEIVED	8/31/2018	N/A, no signature required upon delivery	The Gabrielino Tongva Indians of CA was mailed an AB 52 letter pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1. Per United States Postal Service tracking receipts, no authorized recipient was available and the mail went unclaimed and was then returned to sender. An additional attempt to deliver the letter was sent to Mr. Alvarez of the Gabrielino–Tongva Tribe via FedEx standard service without signature confirmation and was confirmed to be delivered by its tracking number on August 31, 2018.
5	Gabrieleno Band of Mission Indians–Kizh Nation	Andrew Salas	Chairman	P.O. Box 393	Covina, CA 91723	yes	RECEIVED	7/13/2018	B. Salas	The Gabrieleno Band of Mission Indians–Kizh Nation was identified as an additional relevant party and was mailed an NOP on July 13, 2018, in line with the July 16, 2018 NOP release date. To date, this has been the only tribe to express interest in consulting with the City on the proposed Project.

AGENCY MAILINGS

Number	Agency	Name	Title	Address	City/State/Zip	Receipt that the NOP was Mailed	Date Mailed
6	Beach Cities Transit	Joyce Rooney	Transit Operations and Transportation Facilities Manager	415 Diamond Street	Redondo Beach, CA 90277	yes	7/13/2018
7	California Department of Transportation, Division of Aeronautics	Jeff Brown	Chief	MS 40 PO Box 942874	Sacramento, CA 94274-0001	yes	7/13/2018
8	California Department of Transportation, Planning Division	-	-	100 South Main Street, MS #16	Los Angeles, CA 90012	yes	7/13/2018
9	California Department of Water Resources	Karla Nemth	Director	P.O. Box 942836, Room 1115-1	Sacramento, CA 94236-0001	yes	7/13/2018
10	City of El Segundo, Office of the City Manager	Greg Carpenter	City Manager	350 Main Street	El Segundo, CA 90245	yes	7/13/2018
11	City of Gardena, Community Development Department	Ed Medrano	Assistant Director	1700 W. 162nd Street	Gardena, CA 90247	yes	7/13/2018
12	City of Gardena, Gtrans	Ernie Crespo	GM Transit Director	13999 S. Western Avenue	Gardena, CA 90249	yes	7/13/2018
13	City of Hawthorne, Office of the City Manager	Arnold Shadbehr	Interim City Manager/ Director of Public Works / City Engineer	4455 W. 126th Street	Hawthorne, CA 90250	yes	7/13/2018
14	City of Hawthorne, Planning Department	Brian James	Director of Planning and Community Development	4455 W. 126th Street	Hawthorne, CA 90250	yes	7/13/2018
15	City of Inglewood Parks, Recreation and Library Services Department	Sabrina Barnes	Director	One Manchester Blvd	Inglewood, CA 90301	yes	7/13/2018
16	City of Inglewood, Economic and Community Development Department	Christopher E. Jackson	Senior Development Manager	One Manchester Blvd	Inglewood, CA 90301	yes	7/13/2018
17	City of Lawndale	Sean M. Moore, AICP	Community Development Director	14717 Burin Avenue	Lawndale, CA 90260	yes	7/13/2018
18	City of Lawndale Transit	Mike Estes	Dir. of Community Services	14717 Burin Avenue	Lawndale, CA 90260	yes	7/13/2018
19	City of Los Angeles, Department of Transportation	Tomas Carranza	Principal Transportation Engineer	100 S. Main Street, 10th Floor	Los Angeles, CA 90012	yes	7/13/2018
20	City of Los Angeles, City Administrator	Richard Llewellyn	Interim City Administrative Officer	200 N. Main Street	Los Angeles, CA 90012	yes	7/13/2018
21	City of Los Angeles, Department of City Planning	Vince Bertoni	Planning Director	200 N. Spring Street	Los Angeles, CA 90012	yes	7/13/2018
22	City of Los Angeles, Department of Transportation	Seleta Reynolds	General Manager	100 S. Main Street	Los Angeles, CA 90012	yes	7/13/2018
23	County of Los Angeles Fire Department, Forestry Division	Annie Duong	-	5823 Rickenbacker Road	Commerce, CA 90040	yes	7/13/2018
24	County of Los Angeles, Chief Executive Office	Sachi Hamai	Chief Executive Officer	500 W. Temple Street	Los Angeles, CA 90012	yes	7/13/2018
25	Culver City Bus	Diana Chang	Transportation Planning Manager	4343 Duquesne Avenue	Culver City, CA 90232	yes	7/13/2018
26	Golden State Water Company	Robert J. Sprawls	President and Chief Executive Officer	5839 Green Valley Circle, Suite #106	Culver City, CA 90230	yes	7/13/2018
27	Inglewood Unified School District	Raphael Guzman	Director of Fiscal Services	401 S. Inglewood Avenue	Inglewood, CA 90301	yes	7/13/2018
28	Long Beach Transit	Lee Burner	Director	1963 E. Anaheim Street	Long Beach, CA 90813	yes	7/13/2018
29	Long Beach Transit	Shirley Hsiao	Service Planning	1963 E. Anaheim Street	Long Beach, CA 90813	yes	7/13/2018
30	Los Angeles County Department of Public Works	Susan Rowghani	Director of Water Engineering and Technical Services	PO Box 51111, Room 1336-B	Los Angeles, CA 90051	yes	7/13/2018
31	Los Angeles County Department of Public Works, Water Resources Division	Angela R. George-Moody	Deputy Director	P.O. Box 1460	Alhambra CA 91802-1460	yes	7/13/2018
32	Los Angeles County Department of Regional Planning	Amy Bodek	Director of Planning	320 W. Temple Street, 13th Floor	Los Angeles, CA 90012	yes	7/13/2018
33	Los Angeles County Metropolitan Transportation Authority, Environmental Services Department	Emmanuel Liban	Executive Officer	One Gateway Plaza	Los Angeles, CA 90012	yes	7/13/2018
34	Los Angeles County Metropolitan Transportation Authority, Service Planning / Scheduling Dept	Scott Greene	Transportation Planning Manager	One Gateway Plaza	Los Angeles, CA 90012	yes	7/13/2018
35	Los Angeles County Metropolitan Transportation Authority, Service Planning and Scheduling Dept	Josephy Forgiarini, Director	Senior Director of Service Performance and Analysis	One Gateway Plaza	Los Angeles, CA 90012	yes	7/13/2018
36	Los Angeles County Metropolitan Transportation Authority, Transit Corridor	David Mieger	Executive Officer	One Gateway Plaza - Mail Stop 99-23-4	Los Angeles, CA 90012	yes	7/13/2018
37	Los Angeles Regional Water Quality Control Board	Renee Purdy	Supervisor, Environmental Program Manager I	320 W 4th St #200	Los Angeles, CA 90013	yes	7/13/2018
38	Los Angeles Regional Water Quality Control Board	Chris Lopez	Permitting	320 W 4th St #200	Los Angeles, CA 90013	yes	7/13/2018
39	Los Angeles World Airports, Facilities Planning Division	Evelyn Quintanilla	-	1 World Way	Los Angeles, CA 90045	yes	7/13/2018
40	Sacramento Fish and Wildlife Office	John Hell	Assistant Regional Director, External Affairs	2800 Cottage Way, Rm W-2605	Sacramento, CA 95825-1846	yes	7/13/2018
41	Sanitation Districts of Los Angeles County	Grace Robinson Hyde	-	1955 Workman Mill Road	Whittier, CA 90601	yes	7/13/2018
42	Southern California Association of Governments (SCAG)	Kome Ajise	Executive Director	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	yes	7/13/2018
43	SCAG	Darin Chidsey	Chief Operating Officer	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	yes	7/13/2018
44	SCAG	Guoxiong Huan	Manager	900 Wilshire Blvd., Suite 1700	Los Angeles, CA 90017	yes	7/13/2018
45	South Coast Air Quality Management District (SCAQMD)	Michael O'Kelly	Acting Executive Officer	21865 Copley Drive	Diamond Bar, CA 91765	yes	7/13/2018
46	South Coast Air Quality Management District (SCAQMD)	Lijin Sun	J.D. Program Supervisor CEQA	21865 Copley Drive	Diamond Bar, CA 91765	yes	7/13/2018
47	South Coast Air Quality Management District (SCAQMD)	Michael Krause	CEQA Manager	21865 Copley Drive	Diamond Bar, CA 91765	yes	7/13/2018
48	South Bay Cities Council of Governments (SBCCOG)	Steve Lantz	Transportation Director	20285 S. Western Ave Suite 100	Torrance, CA 90501	yes	7/13/2018
49	Southern California Edison South Bay Service Center	Christopher Thompson	Vice President	505 Maple Ave	Torrance, CA 90503	yes	7/13/2018
50	Southern California Gas Company	Luis Ramirez	Pipeline Planning Assistant	9400 Oakdale Ave	Chatsworth, CA 91311	yes	7/13/2018
51	Southern California Gas Company	Gamaliel Vasquz	-	555 W 5th Street	Los Angeles, CA 90013	yes	7/13/2018
52	Torrance Transit	Kim Turner	GM/Transit Director	3031 Torrance Blvd	Torrance, CA 90503	yes	7/13/2018
53	US Department of Transportation, Federal Aviation Administration	Dennis Roberts	Regional Administrator, FAA Western-Pacific Region	15000 Aviation Blvd	Lawndale, CA 90261	yes	7/13/2018
54	West Basin Municipal Water District	Shivaji Deshmukh	Assistant General Manager	17140 S Avalon Blvd #210	Carson, CA 90746	yes	7/13/2018
55	Native American Heritage Commission, Cultural and Environmental Department	Gayle Totton	Governmental Program Analyst, MA PhD Associate	1550 Harbor Blvd., Suite 100	West Sacramento, CA 95691	yes	7/13/2018
56	Public Utilities Commission	Daren Gilbert	Manager, Rail Transit Safety, Branch Safety and Enforcement Division	320 W 4th Street, Suite 500	Los Angeles, CA 90013	yes	7/13/2018
57	Department of Transportation, District 7 - Office of Regional Planning	Miya Edmonson	IGR/CEQA Branch Chief	100 S. Main Street, MS 16	Los Angeles, CA 90012	yes	7/13/2018
58	West Basin Municipal Water District	Run Chen	Engineering Supervisor	17140 S. Avalon Blvd	Carson, CA 90746	yes	7/13/2018
60	South Coast Air Quality Management District	Daniel Garcia	Program Supervisor Planning, Rule Development & Area	21865 Copley Drive	Diamond Bar, CA 91765 - 4178	yes	7/13/2018
61	County Sanitation Districts of Los Angeles County	Adriana Raza	Customer Service Specialist, Facilities Planning Department	1955 Workman Mill Road	Whittier, CA 90601 - 1400	yes	7/13/2018
62	County of Los Angeles Fire Department	Michael Y. Takeshita	Acting Chief, Forestry Division, Prevention Services Bureau	1320 North Eastern Avenue	Los Angeles, CA 90063-3294	yes	7/13/2018
63	Inglewood Unified School District	Jennifer S. Recine	Kasowitz Benson Torres LLP	1633 Broadway	New York, NY 10019	yes	7/13/2018
64	The Silverstein Law Firm	Robert Silverstein	Founder and Shareholder	215 North Marengo Avenue, 3rd Floor	Pasadena, CA 91101-1504	yes	7/13/2018

PUBLIC SCOPING MEETING MAILINGS

Number	Agency	Name	Title	Address	City/State/Zip	Receipt that the NOP was Mailed	Date Mailed	Email	Phone
65	Fiesta Martin	Fiesta Martin	-	300 E Florence Ave	Inglewood, CA 90301	yes	7/13/2018	fiestamartinmexicangrill@hotmail.com	310-910-5626
66	Antojitos Martin	Antojitos Martin	-	310 E Florence Ave	Inglewood, CA 90301	yes	7/13/2018	antojitosmartin@gmail.com	310-680-9554
67	Aero Collective	Brion Moran	-	209 S Market St	Inglewood, CA 90301	yes	7/13/2018	-	-
68	City of Inglewood	Donnell Norwood	-	4641 W 63rd St	Los Angeles, CA 90043	yes	7/13/2018	-	281-408-6171
69	LA Standard Newspaper	Jason Lewis	-	-	-	yes	7/13/2018	ilewis@lastandardnewspaper.com	323-821-4577
70	-	Corazon Alfelar	-	15 Locust St, Apt 271 D	Inglewood, CA 90301	yes	7/13/2018	-	424-200-9344
71	-	Judy Burns	-	16050 Valley Vista Blvd	Encino, CA 91436	yes	7/13/2018	-	-
72	LA Sentinel	Meke Anderson	-	-	-	yes	7/13/2018	meke@lasentinel.net	310-801-4503
73	-	Thomas Daley	-	919 65th St.	Inglewood, CA 90301	yes	7/13/2018	thomasdaley21@gmail.com	213-949-0203
74	FASTSIGNS Inglewood/LAX	Eric Baines	-	403 S La Brea Ave	Inglewood, CA 90301	yes	7/13/2018	eric.baines@fastsigns.com	323-702-0109
75	-	Richard Diaz	-	-	-	yes	7/13/2018	richardceodicfine.com	424-558-7809
76	Balfour Beatty	Shannon Lawrence	-	-	-	yes	7/13/2018	slawrence@balfourbeattyus.com	626-773-6306
77	-	Sondra Kelly	-	-	-	yes	7/13/2018	sagilliam16@yahoo.com	320-462-7688
78	-	William Harris	-	9020 S. Heritage Way	Inglewood, CA 90301	yes	7/13/2018	williamharris1@ca.rr.com	310-259-1173
79	-	Geraldo Martin	-	-	-	yes	7/13/2018	geraldojmartin@gmail.com	310-994-9891
80	-	Helen Mayfield	-	151 N Locust St	Inglewood, CA 90301	yes	7/13/2018	-	429-988-3951
81	-	Ora Lee Alex	-	3206 W 83rd St	Inglewood, CA 90305	yes	7/13/2018	-	323-750-4152
82	-	Mary Beal	-	93018 10th Ave	Inglewood, CA 90305	yes	7/13/2018	marycake@sbcglobal.net	310-671-6850
83	-	Michelle Patrick	-	519 Manchester Blvd. #6	Inglewood, CA 90501	yes	7/13/2018	missymdp@yahoo.com	424-227-8001
84	-	Joan Beck	-	1600 Mathews Ave	Manhattan Beach, CA 90266	yes	7/13/2018	joanebeck@earthlink.net	310-379-4145
85	-	Ruth Tillett	-	2324 Hudspeth St	Inglewood, CA 90303	yes	7/13/2018	mrswinks@sbcglobal.net	-
86	-	Edward Edwards	-	151 N Locust St, Suite 311	Inglewood, CA 90301	yes	7/13/2018	edwardedward2@gmail.com	702-504-3796
87	-	C.M. Bryant	-	-	-	yes	7/13/2018	cartellia_b@hotmail.com	-
88	BYD	Patrick Duan	-	1800 S. Figueroa St	Los Angeles, CA 90015	yes	7/13/2018	patrick.duan@byd.com	-
89	-	Daniel J. Coles	-	10241 S 7th Ave	Inglewood, CA 90303	yes	7/13/2018	colesdaniel1@gmail.com	424-351-8204
90	-	Kathy Alston	-	6741 Springpark Ave #5	Los Angeles, CA 90056	yes	7/13/2018	katlady80@gmail.com	909-213-0064
91	-	Steven Aquino	-	930 E Fairview Blvd	Inglewood, CA 90302	yes	7/13/2018	aquino310@gmail.com	
92	-	Holly Tempo	-	1116 E. 66th St.	Inglewood, CA 90302	yes	7/13/2018	tempostudio@sbcglobal.net	323-229-6562
93	-	William Perez	-	8912 4th Avenue	Inglewood, CA 90305	yes	7/13/2018	perez.will42@gmail.com	310-612-0458
94	-	Juanita Greenwood	-	15 S. Locust St #109A	Inglewood, CA 90301	yes	7/13/2018	mjuanitaBG@gmail.com	530-305-8810
95	-	Michael Garett	-	9012 5th Ave	Inglewood, CA 90305	yes	7/13/2018	4pionts@sbcglobal.net	424-785-1120
96	-	Ronald Curtis	-	-	-	yes	7/13/2018	rmcurtis08@gmail.com	-
97	Advance America	Harriet Keyes	-	240 N Market St	Inglewood, CA 90301	yes	7/13/2018	-	310-677-7576
98	-	Jess Fugen	-	1201 Walnut St	Inglewood, CA 90301	yes	7/13/2018	jesstaxco@gmail.com	310-961-8155
99	-	Ray Davis	-	547 E Hazel St #14	Inglewood, CA 90302	yes	7/13/2018	rayegypt@aol.com	424-702-9703
100	-	Willis Ag	Commissioner	10507 S 7th Ave	Inglewood, CA 90303	yes	7/13/2018	willsE@hotmail.com	323-627-7785
101	-	Maggie Ikemi	-	901 E. 68th	Inglewood, CA 90302	yes	7/13/2018	dawgon2@sbcglobal.net	626-482-6042
102	-	Brenda Tillis	-	8915 B. Weybridge	Inglewood, CA 90305	yes	7/13/2018	bgtillis@aol.com	310-567-5379
103	-	Jim Bruck	-	968 Holly St	Inglewood, CA 90301	yes	7/13/2018	colors4u@jusco.com	323-778-5925
104	West Chesto Clergy	D. Webster	-	8726 S. Sepulveda Blvd Ste 104		yes	7/13/2018	coexistLA@gmail.com	310-562-2807
105	-	Ajama Tychimba	-	3217 W. 84th St.	Inglewood, CA 90305	yes	7/13/2018	altychimba@hotmail.com	310-560-2864

106	-	Michael Lu	-	-	-	yes	7/13/2018	mwmwilliams70@gmail.com	-
107	-	Barbara Rose	-	-	-	yes	7/13/2018	rosesthree@gmail.com	-
108	BYD	Ben Juvjevich	-	1800 S Figueroa St	Los Angeles, CA 90015	yes	7/13/2018	benjamin.juvjevich@byd.com	213-713-8990
109	BYD	Jenny Jing	-	1800 S Figueroa St	Los Angeles, CA 90015	yes	7/13/2018	jenny.jing@byd.com	213-880-1255
110	-	Carolyn Fowler	-	8500 S Byrd Ave	Inglewood, CA 90305	yes	7/13/2018	cfowler3138@gmail.com	310-880-3748
111	-	Gregory Beck	-	4187 Los Coyotes Diagonal	Lakewood, CA 90713	yes	7/13/2018	gregbeck@earthlink.net	760-458-7774
112	-	Claire Buell	-	550 W Regent St #129	Inglewood, CA 90301	yes	7/13/2018	-	-
113	-	Ted Buell	-	550 W Regent St #129	Inglewood, CA 90301	yes	7/13/2018	-	-
114	H.O.P.E.	Linda Ricks	-	6532 Victoria Ave #3	Los Angeles, CA 90043	yes	7/13/2018	LMPR1944@yahoo.com	-
115	-	Gary Kynard	-	4035 Cloverdale Ave	Los Angeles, CA 90008	yes	7/13/2018	gkynard@hotmail.com	-
116	-	Doreen Hayword	-	528 Grace Ave #5	Inglewood, CA 90301	yes	7/13/2018	doreenhayword@sbcglobal.net	424-202-7253
117	-	Alma Quijas	-	930 E. Fairview Blvd	Inglewood, CA 90302	yes	7/13/2018	almaquijas@gmail.com	310-894-3981
118	-	Sylvester Milchete	-	151 N Locust St	Inglewood, CA 90301	yes	7/13/2018	mrtchairs@gmail.com	213-944-2715
119	CTI Environmental	Walter Brown	-	180 E Ocean Blvd Ste 650	Long Beach, CA 90802	yes	7/13/2018	wbrown@ctienviro.com	562-608-8401
120	Torrance Transit	Mark MacDougall	-	-	-	yes	7/13/2018	mmacdougall@torranceCA.gov	310-618-3029
121	-	Michael Holmes	-	454 W Hillsdale St	Ingelwood, CA 90302	yes	7/13/2018	holmes_michael@sbcglobal.net	310-245-8364
122	-	Marla Camacho	-	-	-	yes	7/13/2018	mcamacho@rams.nfl.com	-
123	-	Charles Headley	-	9221 2nd Ave	Inglewood, CA 90305	yes	7/13/2018	Jelecwj@yahoo.com	-
124	-		-	-	-	-	-	-	-
125	KPFF Consulting Engineers	Neha Yadav	-	700 S Flower St Ste 2100	Los Angeles, CA 90017	yes	7/13/2018	neha.yadav@KPFF.COM	213-266-5281
126	Torrance Transit	David Mach	-	-	Torrance, CA	yes	7/13/2018	dmach@torranceCA.gov	310-618-6216
127	Aero Collective	Andrew Crane	-	209 S Market St	Inglewood, CA 90301	yes	7/13/2018	acrane@aerocollective.com	-
128	Base	Michaal Anderson	-	5901 W Century Blvd	Los Angeles, CA 90045	yes	7/13/2018	michael@base-ae.com	310-762-3419
129	-	Julie Vanessa Ervin	-	3106 W 8th Street #4	Inglewood, CA 90305	yes	7/13/2018	julieervin8@gmail.com	323-337-5377
130	-	Philip Buras	-	55 Hurlbut St #5	Pasadena, CA 91105	yes	7/13/2018	philipburns77@gmail.com	323-382-2402
135	-	Joey Davis	-	332 Hargrave	Inglewood, CA 90302	yes	7/13/2018	joeyicemandavis@yahoo.com	362-241-0385
136	-	Wilma Kaufman	-	PO Box 60412	Los Angeles, CA 90060	yes	7/13/2018	kaufmaneln@aol.com	310-256-0818
137	-	Scott Burns	-	3489 Stoner Ave	Los Angeles, CA 90006	yes	7/13/2018	scott.burns@am.jll.com	310-694-3188
138	AECOM	Lynn Feng	-	300 S Grand Ave	Los Angeles, CA 90071	yes	7/13/2018	lynn.feng@aecom.com	213-505-0753
139	Torrance Transit System	Pamela Tang	-	20500 Madrona Ave	Torrance, CA 90503	yes	7/13/2018	ptang@torranceCA.gov	310-781-6974
140	-	Ted Dawes	-	200 S Pacific Coast Hwy	Redondo Beach, CA 90277	yes	7/13/2018	teddaws96@gmail.com	310-780-4301
141	The Miracle Rester	Owen Smith	-	226 S Market St	Inglewood, CA 90301	yes	7/13/2018	themiraclemarket@gmail.com	310-428-2741
142	-	Sheila Woods	-	3814 Dunford Ln #12	Inglewood, CA 90305	yes	7/13/2018	wswoods8426@aol.com	310-995-2254
143	-	Yvette Darton	-	2516 W 82nd St	Inglewood, CA 90305	yes	7/13/2018	ymboston@pacbell.net	213-925-0123
144	-	Matthew Bilow (page 30)	-	9325 Crenshaw Blvd	Inglewood, CA 90305	yes	7/13/2018	matt@ingldwoodtimes.com	323-955-6084
145	-	Hattie Mae Ervin	-	3106 W 84th Street #4	Inglewood, CA 90305	yes	7/13/2018	hattiemae230@gmail.com	310-897-5189
146	Crenshaw Leadership Counsel	Brian J Bowens	-	9022 Calvin Way	-	yes	7/13/2018	bbownes7@gmail.com	310-467-0640
147	-	Virginia Lawrence	-	2513 W 112th St	Inglewood, 90303	yes	7/13/2018	cleanteethV@yahoo.com	310-990-3366
148	-	Angela Gibson	-	610 W Regent St	Inglewood, CA 90301	yes	7/13/2018	angelagibson146@gmail.com	-
149	98th Place Block, Club "B"	Charles Gyden	-	3016 W 7th Pl	Inglewood, CA 90305	yes	7/13/2018	charles.gyden@sbcglobal.net	-
150	-	Barbara Taylor	-	-	-	yes	7/13/2018	mebarbaraTx3@gmail.com	-
151	-	James Tomakice (page 32) check name	-	3227 W Century Blvd	Inglewood, CA 90303	yes	7/13/2018	james.amf@yahoo.com	-
152	WFG Financial Transamerica	D. Williams	-	614 Edgewood	Inglewood, CA 90302	yes	7/13/2018	deemartin96@yahoo.com	424-222-2994
153	Los Angeles County Sup	Lacey Johnson	-	500 W Temple St	Los Angeles, CA 90012	yes	7/13/2018	ljohnson@boc.lacounty.gov	213-974-2222
154	Los Angeles County	Ridley Thomas	-	500 W Temple St	Los Angeles, CA 90012	yes	7/13/2018	ljohnson@boc.lacounty.gov	213-974-2222
155	Black Equities	Zach Zalben	-	433 N Camden Dr Ste 1070	Beverly Hills, CA 90210	yes	7/13/2018	zach@begroup.us	310-278-5335
156	-	Ashiyr Pierson	-	-	-	yes	7/13/2018	pierso35@gmail.com	
157	-	Michael Pinkett	-	-	-	yes	7/13/2018	michael.pinkett@raamservices.com	424-785-1120
158	Hop Skip Drive	Qjana Patterson	-	341 W Hillsdale	Inglewood, CA 90302	yes	7/13/2018	quiana@hopskipdrive.com	310-897-5401
159	-	T. Bunn	-	3635 W 110th St.	Inglewood, CA 90303	yes	7/13/2018	tbunn@cityofinglewood.org	-
160	Monorail Society	Gerald Chernick	-	712 N. Harvard Blvd.	Los Angeles, CA 90029	yes	7/13/2018	seatthe@dslextrome.com	-
161	-	Randal Curtis	-	720 N. Eucalyptus Ave.	Inglewood, CA 90302	yes	7/13/2018	rmcurtisos@gmail.com	-
162	-	Erica Nelson	-	240 N Market St	Inglewood, CA 90301	yes	7/13/2018	ericadenisel6@gmail.com	-
163	-	Richard Purdy	-	509 W 64th Pl.	Inglewood, CA 90302	yes	7/13/2018	rtpurdy@sbcglobal.net	-

Agency/Community Group	Contact	Email
GLAAACC	Erick Holly	eholly@inglewoodchamber.org
The Miracle Inglewood	Owen Smith	owen@themiracleinglewood.com
AERO Collective	Brion Moran	brion@aerocollective.com
AERO Collective	Andrew Crane	acrane@aerocollective.com
Jamz Creamery	Jay Allen	biz@jamzcreamery.com
Inglewood Community Member	Jermaine Thompson	jermainetusc@gmail.com
Inglewood Community Member	Lamonte Lyons	lmntlyons@yahoo.com
Inglewood Community Member	Patricia Douglas	Patduglas@gmail.com
Sip and Sonder - Market St. Biz Owner	Amanda Thomas	blackcoffee@sipandsonder.com
Philthy Ragz - Market St. Biz Owner	Gaynelle White	orderphilthy@gmail.com
From the Heart Pre-School	Betty Lucket	betty@fthpreschool.com
Faithful Central Bible Church	Steve Johnson	sdjohnson@faithfamily.org
Faithful Central Bible Church	John Paul Foster	jpfoster@faithfamily.org
Faithful Central Bible Church	George B. Thompson	gbthompson@faithfamily.org
Faithful Central Bible Church	Crysal Mozell	clmozell@faithfamily.org
First Luthern Church Leadership Member	Elvia T. Matias	elviamatias@gmail.com
First Luthern Church Leadership Member	Linda Amorin	linda.amorin56@gmail.com
First Luthern Church Leadership Member	Carlos Cortez	cacs11@yahoo.com
First Luthern Church Leadership Member	Laura C. Cortez	lcsw12@gmail.com
First Luthern Church Leadership Member	Patrick Davies	patdav0152@att.net
First Luthern Church Leadership Member	Felicia Beacham	blgcmem@gmail.com
First Luthern Church Leadership Member	Jim Kelch	Jim.1ranger@gmal.com
First Luthern Church Leadership Member	Gail Kelch	gail_kelch@yahoo.com
Gateway Los Angeles	Laurie Hughes	japerry@janperry.com
Jan Perry for Supervisor	Jan Perry	anna@jkhconsultingservices.com
The Ruth Group	Bob Ruth	bruth@trgpartners.com
LINX	Anna Kozma	anna@jkhconsultingservices.com
LAWA	Stephanie Sampson	ssampson@lawa.org
LAT Investment	Bruce Nahid	brucenahid@latinvestment.com
JPS	Brian Vandehy	bvandehy@the
L + R Group	Ed Pomponio	epomponio@tirgl.com
Hilton	Grant Coonley	grant.coonley@hilton.com
LA 2028	Marissa Pettys	mpettys@la28.org
Four Points	Kym Myers	kym.myers@fourpointslax.com
Gateway Los Angeles	Calvin Beard	cbeard@gatewaytola.org
Marriott	Jeff Hart	Jeff.hart@marriott.com
Westin	Mark Goldrup	mark.goldrup@marriott.com
LAR	Charles Babbet	cbassett@tlrgc.com
Holly Park Knolls	Gina Martinez	gmarquez@gmgapts.com
Aero	Andrew Crane	acrane@aerocollective.com
Comm	Gene Eldridge	Ezzoget2@sbcglobal.net
Resident	Chadonna McClain	chadonnamc@gmail.com
Briarwood	Bill West	wbillwest@aol.com
From the Heart	Betty Luckett	betty@fthpreschool.org
Resident	Michael Prudent	info@prudentsecurityfirst.com
Resident	Latricee Prudent	info@prudentsecurityfirst.com
Market St. Property Owner	Viktor Simco	vsimco@lscapital.com
Aero Collective	Brion Moran	brion@aerocollective.com
Ensbury Group	Miguel Padilla	miguel@theensburygroup.com
Resident	William Harris	Williamharris1@carr.com
Erick Holly	Erick Holly	erick@inglewoodchamber.com
The Miracle Theater	Owen Smith	owen@themiracleinglewood.com
St. John Chrysostom	Father Chris Bazyouros	frcbazyouros@gmail.com
La Cvente Spare	Tevell Johnson	terell@lacreatespace.com
Inglewood Artist	Gary Green	grgreen@sbcglobal.net
NAMCSC	Sharon Coleman	scoleman@colemancon.com
Dr. Ctr Mror	Maxine Toler	mtoler@earthlink.net
Resident	Jasmin Conner	jasminconner@gmail.com
Owner	Robert Biggs	robert.biggsIII@gmail.com
Resident	M. Mitchell	njpn94A@prodigy.net
Southwest Airlines	Arturo Galvan Jr.	art.galvan@wnco.com
Burns & Bouchard	Kristen Lonner	klonner@burnsbouchard.com
Golding + Lamothe	Rae Lamothe	rae@goldinglamothe.com
Jenkins/Gales + Martinez	Ryan Gales	rgales@jgminc.com
LAWA	Chamberlain Duru	cduru@lawa.org
Golding + Lamothe	Jonathan Golding	jonathan@goldinglamothe.com
Marathon Communications	Gabe Kramer	gkramer@marathon.com
Synergy Global Housing	Malynda Seeger	mseeger@synergyhousing.com
Compass	Jod Vendetle	jod.vendetle@compass.com
Westchester BID	John Ruhler	Jruhler916@aol.com
AvAir Pros	Lori Peters	l.peters@avairpros.com
LAWA	Stephanie Sampson	ssampson@lawa.org
Mimi Speaks	Mimi Donaldson	mimi@mimidonaldson.com
Reason Foundation	Jon Graff	Jon.graff@reason.org
Cedars Sinai Health System	Alicia Wachtel	Alicia.wachtelosin@cshs.org

ATTACHMENT 3

Original NOP Proof of Publication

Los Angeles Times
MEDIA GROUP

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF ILLINOIS
County of Cook

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the action for which the attached notice was published.

I am a principal clerk of the Los Angeles Times, which was adjudged a newspaper of general circulation on May 21, 1952, Cases 598599 for the City of Los Angeles, County of Los Angeles, and State of California. Attached to this Affidavit is a true and complete copy as was printed and published on the following date(s):

Jul 18, 2018

I certify (or declare) under penalty of perjury
under the laws of the State of California that the foregoing is true and correct.

Dated at Chicago, Illinois
on this 19 day of 7, 2018.

[signature]

160 N Stetson Avenue
Chicago, IL 60601

Los Angeles Times
MEDIA GROUP

Sold To:
Meridian Consultants - CU00645912
910 Hampshire Rd
Ste V
Westlake Village,CA 91361-2895

Bill To:
Meridian Consultants - CU00645912
910 Hampshire Rd
Ste V

July 16, 2018 NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING FOR AN ENVIRONMENTAL IMPACT REPORT

PROJECT NAME: Inglewood Transit Connector

PROJECT LOCATION: The Inglewood Transit Connector (ITC) would include improvements that would be constructed in an area of the City of Inglewood within the public right-of-way from the intersection of Market Street and Florence Avenue adjacent to the Crenshaw/LAX Metro Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The proposed Project would be located within the public right-of-way and would include supporting infrastructure on adjacent parcels.

DUE DATE FOR PUBLIC COMMENTS: August 15, 2018

Notice is hereby given that the City of Inglewood ("City") will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Inglewood Transit Connector project. The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed project. The City is requesting comments related to the scope and content of the EIR.

A copy of the Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: www.cityofinglewood.org and at the locations listed below:

- Inglewood City Hall, One W. Manchester Blvd., Inglewood, CA 90301
- Inglewood Public Library, 101 W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION

The City proposes to construct a 1.8-mile Automatic People Mover (APM) and supporting infrastructure that would run from the Market Street and Florence Ave-

Los Angeles Times
MEDIA GROUP

nue intersection adjacent to the Metro Crenshaw/ LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system would provide service from Downtown Inglewood to the Forum, the Los Angeles Sports and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would be located within the public right away and would include supporting infrastructure on adjacent parcels.

PUBLIC SCOPING MEETING DATE AND LOCATION The City of Inglewood encourages all interested individuals and organizations to attend the meeting. The location, date, and time of the scoping meeting for the proposed Project is as follows:

Date and Time: Thursday, July 26, 2018, 6:00 p.m. to 8:00 p.m.

Location: Inglewood Senior Citizens Center
111 N. Locust Street
Inglewood, CA 90301

All comments will be considered in the preparation of the EIR. Written comments must be submitted by August 15, 2018.

Herald Publications
312 E. Imperial Ave.
El Segundo, CA 90245
(310) 322-1830 • Fax (310) 322-2787

This space is for the County Clerk's Filing Stamp

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,
I declare, that I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk responsible for accepting, formatting and publishing legal notices in the **Inglewood Daily News** a newspaper of general circulation, printed and published **weekly** in the City of **Inglewood**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of **July 31, 1952**, Case Number **601550**; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

7/19/2018

All in the year **2018**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at **Inglewood**, California,

this **19** day of **July 2018**

Debbie Waite
Signature

Code # HI-26128

Proof of Publication of:

July 16, 2018
NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING FOR AN ENVIRONMENTAL IMPACT REPORT

PROJECT NAME:
Inglewood Transit Connector

PROJECT LOCATION: The Inglewood Transit Connector (ITC) would include improvements that would be constructed in an area of the City of Inglewood within the public right-of-way from the intersection of Market Street and Florence Avenue adjacent to the Crenshaw/LAX Metro Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The proposed Project would be located within the public right-of-way and would include supporting infrastructure on adjacent parcels.

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Inglewood Public Library, 101 W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION
The City proposes to construct a 1.8-mile Automated People Mover (APM) and supporting infrastructure that would run from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system would provide service from Downtown Inglewood to the Forum, the Los Angeles Sports and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would be located within the public right-of-way and would include supporting infrastructure on adjacent parcels.

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Date and Time:
Thursday, July 26, 2018, 6:00 p.m. to 8:00 p.m.

Location: Inglewood Senior Citizens Center
111 N. Locust Street
Inglewood, CA 90301

All comments will be considered in the preparation of the EIR. Written comments must be submitted by August 15, 2018.

Inglewood Daily News: Pub: 7/19/18
HI-26128

PROOF OF PUBLICATION
(2015.5C.C.P)

La Opinión

915 Wilshire Blvd Ste 800, Los Angeles, CA 90017
Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

July 18

all in the year 2018

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

18 day of July, 2018

Signature

This space is for the County Clerk's filing Stamp

Proof of publication:

AVISO DE PREPARACIÓN
Y AVISO DE REUNIÓN DE ALCANCE PÚBLICO PARA UN INFORME DE IMPACTO AMBIENTAL

NOMBRE DEL PROYECTO: Conector de Tránsito Inglewood

UBICACIÓN DEL PROYECTO: El Conector de Tránsito Inglewood (ITC, por sus siglas en inglés) incluiría mejoras que serían construidas en un área de la Ciudad de Inglewood dentro del derecho de paso público desde la intersección de Market Street y Florence Avenue adyacente a la Línea de Metro Crenshaw/LAX en el Centro de la ciudad de Inglewood, al sur hasta Market Street, luego al este en Manchester Boulevard, girando al sur en Prairie Avenue hasta su intersección con Century Boulevard. El Proyecto Propuesto sería ubicado dentro del derecho de paso público e incluiría la infraestructura de apoyo en parcelas adyacentes.

PLAZO PARA COMENTARIOS PÚBLICOS: 15 de agosto de 2018
Por medio de la presente se da aviso que la Ciudad de Inglewood ("Ciudad") será la Agencia Principal y preparará un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el proyecto de Conector de Tránsito Inglewood. El EIR que se prepara por la Ciudad evaluará los posibles efectos ambientales significativos del proyecto propuesto. La Ciudad está solicitando comentarios relacionados al alcance y contenido del EIR. Una copia del Estudio Inicial preparado para el Proyecto propuesto está disponible para revisión en el sitio web de la Ciudad de Inglewood en: www.cityofinglewood.org y en las ubicaciones que se muestran a continuación:
- Ayuntamiento de Inglewood, One W. Manchester Blvd., Inglewood, CA 90301
- Biblioteca Pública de Inglewood, 101 W. Manchester Blvd., Inglewood, CA 90301

DESCRIPCIÓN DEL PROYECTO
La Ciudad propone construir un sistema Automático para el Transporte de Personas (APM) de 1.8 millas e infraestructura de apoyo que se correría desde la intersección de Market Street y Florence Avenue adyacente a la Línea Metro Crenshaw/LAX en el Centro de Inglewood, al sur a través de Market Street, luego a este en Manchester Boulevard, girando al sur en Prairie Avenue hasta su intersección con Century Boulevard. El sistema APM proporcionaría servicios desde el Centro de la Ciudad de Inglewood al Forum, Los Angeles Sports y el Distrito de Entretenimiento (LASED), y el Centro de Entretenimiento y Basquetbol de Inglewood (IBEC). El Proyecto propuesto estaría ubicado dentro del derecho de paso público e incluiría infraestructura de apoyo en parcelas adyacentes.

FECHA Y UBICACIÓN DE LA REUNIÓN DE ALCANCE PÚBLICO
La Ciudad de Inglewood anima a todas las personas interesadas y organizaciones a asistir a la reunión. La ubicación, fecha, y hora de la reunión de alcance para el Proyecto propuesto es la siguiente:

Fecha y Hora: Jueves 26 de julio de 2018, 6:00 p.m. a 8:00 p.m.

Ubicación: Centro para Ciudadanos Mayores de Inglewood
111 N. Locust Street
Inglewood, CA 90301

Todos los comentarios serán considerados en la preparación del EIR. Los comentarios escritos deben enviarse antes del 15 de agosto de 2018.

ATTACHMENT 4

Scoping Meeting Sign-in Sheets

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
FIESTA MARTIN	FIESTAMARTIN MEXICANGRILL@HOTMAIL.COM	300 E. FLORENCE AVE	310 910 5926	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
ANTOJITOS MARTIN	ANTOJITOS MARTN@GMAIL.COM	310 E. FLORENCE	310 680 9554	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
BRION MORAN AERO COLECTIVE	BRION@AEROCOLECTIVE.COM	209 S. MARKET ST INGLEWOOD CA 90301		☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Donnell Norwood City of Inglewood	dnorwood@cityofinglewood.org	4641 W 63rd Street 90043	(281) 408-6171	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
				☐

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Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Robert Parker	robert.parker@metro.net			☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Jason Lewis	jlewis@LAStandardNewspaper.com		(323) 821-4577	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Corazon Ofelia		15 Locust Ct. Apt. 321. Inglewood ca. 90301	424-400-9344	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Judy BURNS	—	16050 Valley Vista Blvd Encino CA 91436		☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Mike Anderson LA Sentinel	mike@lasentinel.net		310 801-4503	☐

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Thomas Daley	thomasdaley21@gmail.com	919 65th St. Inglewood CA 90302	213 949-0203	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
FASTSIGNS Inglewood/LAX	ericabaines@fastsigns.com	403 S. La Brea Ave Inglewood, CA 90301	323 702-0109	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
				☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
				☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
				☐

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Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Richard Diaz	Richard ceodicfinc.com		424 558 7809	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
SHANNON LAWRENCE BALFOUR BEATTY	SLAWRENCE @BALFOURBEATTYUS.COM		626-773-6306	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Sandra Kelley	sagilliam1@yahoo.com	~~1345 Locust~~	310/462-7685	☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
William Harris	williamharris1@cox.com	9020 S. Heritage way Englewood, Ca	310 259-1173	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
GERARDO MARTIN	GERARDO.MARTIN @BMHIL.COM		310 994-9891	☑

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project
July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Helene Mattell		151 N. Lowell St	424-488-3451	☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Ora Lee Alcox		3206 W. 83rd St 90305	(323) 750-4152	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Mary Beal	marycake@sbcglobal.net	9301 S. 10th Ave 90305	310-671-4850	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Michelle Patrick	missymdp@yahoo.com	519 Manchester Ave #6 90301	424-827-8001	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Joan Beck	joanebeck@earthlink.net	1600 Mathews Ave Manhattan Bch, Ca 90266	310-379-4145	☐

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Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Ruth Tillett	mrswinks@sbcglobal.net	2324 Hudspeth St Inglewood, 90303		☐
Name/Organization (if applicable) Edward Edwards	Email Address Edward Edward 2@gmail.com	Street Address/City/State/Zip 151 N. Locust St Suit 311 Inglewood, 90301	Phone Number (702) 504-3796	Check to receive notices/project info ☒
Name/Organization (if applicable) C.M. BRYANT	Email Address CARTELLA-B@HOTMAIL.COM	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info ☒
Name/Organization (if applicable) PATRICK DUAN/ BYD	Email Address patrick.duan@byd.com	Street Address/City/State/Zip 1800 S. Figueroa St Los Angeles, CA 90015	Phone Number	Check to receive notices/project info ☒
Name/Organization (if applicable) Daniel Coles	Email Address COLESDANIEL@GMAIL.COM	Street Address/City/State/Zip 10241 S. 7th Ave CA 90303	Phone Number (424) 351-5204	Check to receive notices/project info ☑

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Kathy Alston	katlady80@gmail.com	6741 Springpark LA 90056	909-213-0064	☑
Steven Aquino	aquino3k@gmail.com	930 c fairview Blvd		☑
Holly Tempo	tempostudio@sbcglobal.net	1116 E. 66th St. 90302	323-229-6562	☑
William Perez	Perez.William2@gmail.com	8912 4th Ave	310-612-0158	☑
JUANITA GREENWOOD	MJUANITABG@GMAIL.COM	1 S. LOCUST ST #109A INGLEWOOD, CA 90301	530 305 8810	☑

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project
July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Michael Pinkett	4pinks@sbcglobal.net	9012 5th Ave Inglewood 90305	424-785-1120	☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Ronald Curtis	rmcurtis0@gmail.com			☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Advance America Harriet Keyes		240 N. Market St Inglewood CA 90301	(310) 677-7576	☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Jessi Fuger	JessTaxco@Gmail.com	1201 Walnut St	310 961 8155	☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Ray Davis	rayegypt@aol.com	547 E. Hazel St #14 90302	424-702-9703	☑

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Willie Ogee Commissioner	WillieE@Hotmail.com	10503 Ste 7 Ave	323-637-7145	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Maggie Ikemi	dawgon2@sbcglobal.net	901 E. 68 90302	6264826042	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
BRENDA Tillis	bjtillis@aol.com	8715_B Weymouth Ing. 90305	(310) 567-5379	☑
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
BROCK, Jim	COLORS4ME@JUNO.COM	968 Holly St. Ing 90301	323 728-5935	☐
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
West Chester Cleaning 2D WEBSTER	CQEXIST LANE GMAIL.COM	8726 S. Sepulveda Blvd Ste 104A	182 310-562 2507	☒

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Ajamu Tychimba	altychimba@hotmail.com	3217 W. 84th St. Ing 90305	310 560 2664	☑
MICHAEL LO	MLOWILLIAMS70@GMAIL			☐
BARBARA ROSE	rosesthree@gmail			☑
Ben Jukjevich BYD	benjamin.jukjevich @byd.com	1800 S. Figueroa St Los Angeles, CA 90015	213-713-8990	☑
Jenny Jing BYD	Jenny.Jing@byd.com		213-880-1255	☑

PLEASE SIGN IN

Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
CAROLYN FOWLER	cfowler3138@gmail.com	8500 S. BYRD AVE INGLEWOOD, CA 90305	310.880.3748	☒
Gregory Beck	gregbeck@earthlink.net	4187 Los Coyotes Diagonal, Lakewood CA 90713	760-458-7774	☐
CLAIRE BUELL TED BUELL		Street Address/City/State/Zip ~~ST.~~ 129 550W. REGENT INGLEWOOD, CA. 9030		☑
Name/Organization (if applicable) LINDA RICKS H.O.P.E.	Email Address LMPR1944@YAHOO.COM	Street Address/City/State/Zip #3 6532 VICTORIA AVE L.A. CA 90043	Phone Number	☐
Name/Organization (if applicable) Gary Kynard	Email Address GKYNARD@HOTMAIL.COM	Street Address/City/State/Zip 4035 LLOVERDALE LA CA 90008	Phone Number	☐

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Public Scoping Meeting | Inglewood Transit Connector Project
July 26, 2018

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Walter Brown CTI Environmental	wbrown@ctienviro.com	180 E Ocean Blvd Suite 650 Long Beach 90802	562 608-8401	☑
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Mark MacDougall Torrance Transit	MMacDougall@Torranceca.gov		310-618-3029	☐

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Charles Handley	Jetecwj@Yahoo	9221 2nd Ave Inglewood CA 90305		☑
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W. [illegible]	[illegible] S. Locust St BMP 174 D			☐
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Neha Yadav KPFF Consulting Engineers	neha.yadav@kpff.com	700 S Flower St., Ste 2400 Los Angeles, CA 90017	213.266.5781	☑

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Philip Burns	PhilipBurns77@ gmail.com	55 Hurlbut St #5 Pasadena, CA 91105	323- 382-2402	☑

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Scott Burns	Scott.BURNS@AM.JLL.com	3489 Stoner Ave Los Angelos CA 90066	310 694 3188	☒
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Sheila Woods	WSWoods8926@aol.com	3814 Dunford Ln #1C Inglewood 90305	310-995-2254	☑
Yvette Darton	Ymbostone@pacbell.net	2516 W. 82nd St Ing. 90305	(213)925-0123	☑
MATTHEW STELLAND TBLOND	MATT@INGLEWOODTIMES.COM	9325 CRENSHAW BLVD INGLEWOOD, CA 90305	323-955-6084	☑

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Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Angela Gibson	angelagibson146 @gmail	610 W. Regent St Inglwd 90301	—	☑
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Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
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Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Lacy Johnson LA County Sup Ridley-Thomas LA County	ljohnson@bos.lacounty.gov	500 W. Temple St Suite 822 LA 90012	213 974.2222	☑

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Public Scoping Meeting | Inglewood Transit Connector Project

July 26, 2018

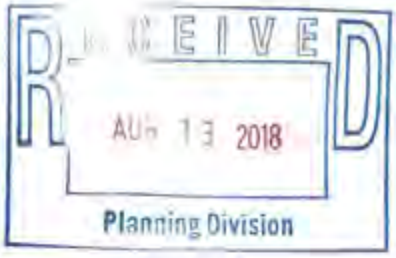
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ALEX JIMENEZ	REDSTARXXX@YAHOO.COM			☒
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Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Abriy Pierson	pierso35@gmail.com			☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Michael Pinkett	michael.pinkett@raamservices.com		424-785-1120	☒
Name/Organization (if applicable)	Email Address	Street Address/City/State/Zip	Phone Number	Check to receive notices/project info
Diana Patterson / HopSkipDrive	diana@hopskipdrive.com	341 W. Hillsdale 90302	310897 5401	☐

ATTACHMENT 5

Comments Received on the ITC Original NOP and Original Initial Study

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr. Governor



August 8, 2018

Mindy Wilcox
City of Inglewood
One W. Manchester Blvd.
Inglewood, CA 90301

RE: SCH# 2018071034, Inglewood Transit Connector Project, City of Inglewood; Los Angeles County, California

Dear Ms. Wilcox:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE). 1-1

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply. 1-2

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    a. A brief description of the project.
    b. The lead agency contact information.
    c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

1-3

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

1-4

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

1-5

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

1-6

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

1-7

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

1-8

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

1-9

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

1-10

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

1-11

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

1-12

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

1-13

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf 1-14

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)). 1-15
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/ 1-16

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine: 1-17
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE. 1-17
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov. 1-18

Sincerely,

Gayle Totton

Gayle Totton, M.A., Ph.D.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse

STATE OF CALIFORNIA EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION
320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

August 6, 2018

RECEIVED
AUG 13 2018
Planning Division

Mindy Wilcox
City of Inglewood
One West Manchester Boulevard
Inglewood, California 90301

SUBJECT: SCH# 2018071034; City of Inglewood, Inglewood Transit Connector draft Environmental Impact Report, Notice of Preparation

Dear Ms. Wilcox,

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan approval is required for rail transit projects to be placed in revenue service. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings and Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Notice of Preparation (NOP)* from City of Inglewood, who is the lead agency for the proposed Inglewood Transit Connector Project. 2-1

According to the NOP, the project is an elevated dual guideway automatic people mover/transit connector that would be built entirely within the public Right-of-Way in the City of Inglewood. The project would include an APM system to transport riders from the new Metro Crenshaw/LAX Line to Downtown Inglewood, the Forum, the L.A. Sports and Entertainment District, which includes the new NFL stadium, and the proposed Inglewood Basketball and Entertainment Center. In addition, the automatic people mover/transit connector system would include up to five passenger stations. 2-2

The automatic people mover/transit connector system described in the NOP will be subject to a number of rules and regulations involving the Commission. These may include, but not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing

2-3

The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings,
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings (if any),
- GO 75-D, Warning devices for at-grade railroad crossings (if any),
- GO 95, Overhead electric line construction (if catenary is used),
- GO 128, Construction of Underground and Electrical Supply and Communication,
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit, and
- GO 164-E. Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

2-3

The project must ensure compliance with the American Society of Civil Engineers Automated People Mover Standards (APM Standards).

The following link provides resources on the Commission's rules and regulations in regard to rail safety:

http://www.cpuc.ca.gov/PUC/safety/Rail/

The proposed project would disrupt the heavily used roadway network in the surrounding community. The potential impacts should be identified, discussed and evaluated for necessary safety improvements and mitigations at each proposed construction stage. This includes considering traffic circulation and queuing, level of service, emergency service response, and compliance with the Americans with Disabilities Act.

2-4

The Commission appreciates the opportunity to provide comments on the project described in the NOP. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Ainsley Kung at (213) 576-7056 or ainsley.kung@cpuc.ca.gov for transit safety matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

2-5

Sincerely,

Daren Gilbert, Manager
Rail Transit Safety Branch
Safety and Enforcement Division

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 - OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0673
FAX (213) 897-1337
www.dot.ca.gov

Making Conservation a California Way of Life.

RECEIVED
AUG 20 2018
Planning Division

August 14, 2018

Ms. Mindy Wilcox
City of Inglewood
One W. Manchester Boulevard
Inglewood, CA 90301

RE: Inglewood Transit Connector
Notice of Preparation of Environmental Impact Report (NOP)
SCH # 2018071034
GTS # 07-LA-2018-01760-FL
Vic. LA/ 105/ PM 3.123
LA/ 405/ PM 22.482

Dear Ms. Wilcox:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project includes an automatic people mover(APM)/transit connector that would be built primarily in existing public Right-of-Way (ROW) in the city. 3-1

The project would connect the under construction Metro Crenshaw/LAX Line with Downtown Inglewood, the Forum, the LA Sports and Entertainment District, and the proposed Inglewood Basketball and Entertainment Center. Up to five passenger stations would be included on the automatic people mover alignment.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference to The Governor's Office of Planning and Research (OPR) for more information. 3-2

http://opr.ca.gov/ceqa/updates/guidelines/

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this 3-3

development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way. 3-3

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. 3-4

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. 3-5

The Department also seeks to provide equitable mobility options for people who are economically, socially, or physically disadvantaged. Therefore, we ask the Lead Agency to evaluate the project site for access problem, VMT and service needs that may need to be addressed. 3-6

This project boundary is near I-405 and I-105. Please provide trip generation, trip distribution, and trip assignment estimates for this project with regards to the local and regional road system. To ensure that queue formation does not create traffic conflicts, project-generated trips should be added to the existing and future scenario traffic volumes for the NB/SB I-405 on/off-ramps at Century Blvd., La Cienega Blvd., Manchester Blvd., and Florence Ave., and EB/WB I-105 on/off-ramps at Prairie Ave., Imperial Hwy., Hawthorne Blvd., and Crenshaw Blvd.. To avoid traffic conflicts such as inadequate weaving distances, queue spilling back onto the freeway, and uneven lane utilization, please analyze the adequacy of the operations of freeway segments in the vicinity of the project. 3-7

Analysis should include existing traffic, traffic generated by the project assigning to the State facilities, cumulative traffic generated from all specific planning developments in the area, and traffic growth other than from the project and developments.

A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) is encouraged and should be justified to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. 3-8

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf. 3-9

If you have any questions, please feel free to contact me, the project coordinator at (213) 897-0673 and refer to GTS #07-LA-2018-01760-FL. 3-10

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

August 2, 2018

RECEIVED
AUG - 8 2018
Planning Division

Ms. Mindy Wilcox, AICP
City of Inglewood
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

17140 S. Avalon Blvd.
Carson, CA 90746
310.217.2411
www.westbasin.org

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COMMITTED TO

Water Reliability

Water Quality

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Subject: Inglewood Transit Connector EIR Notice of Preparation

Dear Ms Wilcox:

West Basin Municipal Water District (West Basin) appreciates the opportunity to respond to the City of Inglewood's Notice of Preparation and Notice of Public Scoping Meeting for an Environmental Impact Report for the Inglewood Transit Connector Project. 4-1

For your reference, a map of West Basin's facilities in the vicinity of the City's project is attached to this letter. These facilities consist primarily of recycled water distribution pipelines in the public right-of-way. In most instances West Basin's pipelines are located at least 3.5' below grade. If the City's project necessitates pipeline relocation(s), please provide a specific utilities relocation request to West Basin. In order to allow West Basin staff adequate time to plan and execute a pipeline relocation project, please provide such requests a minimum 6 months in advance.

Additionally, among West Basin's capital improvement projects that is of particular significance to the City's Project is the Kenneth Hahn Lateral. West Basin in conjunction with California American Water, Golden State Water Company, and other stakeholders is investigating opportunities to provide recycled water from the existing 36-in pipeline that ends at the intersection of the Prairie Avenue and E. Florence Avenue, in the City of Inglewood, to the Kenneth Hahn State Park, the Baldwin Hills area generally, and into Culver City. This project was considered by West Basin in the 2009 Recycled Water Master Plan. This expansion of West Basin's recycled water system comprises approximately 22,000 LFT of 4-inch pipe; 11,000 LFT of 6-inch pipe; 20,000 LFT of 16-inch pipe; two booster pump stations; and potentially a reservoir. A map of preliminary pipeline alignment options and potential sites for connections and pump stations is attached to this letter. The complete Kenneth Hahn Lateral Feasibility Study is available upon request at West Basin's administrative office in Carson, CA. 4-2

Thank you again for the Notice of Preparation and providing the opportunity for West Basin to contribute to the planning process. If you or your staff have any questions about West Basin's projects or facilities, please contact me at runc@westbasin.org or (310) 660-6219. 4-3

Sincerely,

Run Chen
Engineering Supervisor
West Basin Municipal Water District

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino County

August 15, 2018

Ms. Mindy Wilcox, Planning Manager
City of Inglewood Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, California, 90301
Phone: (310) 412-5681
E-mail: mwilcox@cityofinglewood.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Inglewood Transit Connector [SCAG NO. IGR9664]

Dear Ms. Wilcox,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Inglewood Transit Connector ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. 5-1

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Inglewood Transit Connector in Los Angeles County. The proposed project includes an approximately 1.8-mile automated people mover system with 5 total stops connecting to the Metro Crenshaw Line at Market Street. 5-2

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review. 5-3

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE INGLEWOOD TRANSIT CONNECTOR [SCAG NO. IGR9664]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS. 5-4

The Inglewood Transit Connector project (proposed project) is currently not listed in the Project List of the 2016 RTP/SCS which may prevent the project from accessing state or federal funding and receiving federal environmental approval. In order for a project to be included in the Project List of the RTP/SCS, it must prove that it is financially constrained. Please consult with the Los Angeles Metropolitan Transportation Authority (Metro) to request for SCAG to include the proposed project in the 2020 RTP/SCS Project List. SCAG will initiate the 2020 RTP/SCS Call for Projects beginning September 4, 2018 through November 1, 2018. We would advise the City to coordinate with Metro during this time if the City intends to include the project as part of the 2020 RTP/SCS Project List. 5-5

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

5-6

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

5-7

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

5-8

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

5-9

	Adopted SCAG Region Wide Forecasts			Adopted City of Inglewood Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	120,800	126,500	129,000
Households	6,458,000	7,325,000	7,412,300	40,400	42,400	43,300
Employment	8,414,000	9,441,000	9,871,500	34,800	36,400	37,400

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see:

5-10

http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories. 5-10

RECEIVED
AUG 15 2018
Planning Division

August 13, 2018

Ms. Mindy Wilcox, AICP
City of Inglewood
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Subject: Inglewood Transit Connector EIR Notice of Preparation

Dear Ms Wilcox:

West Basin Municipal Water District (West Basin) appreciates the opportunity to respond to the City of Inglewood's Notice of Preparation and Notice of Public Scoping Meeting for an Environmental Impact Report for the Inglewood Transit Connector Project. 6-1

For your reference, a map of West Basin's facilities in City of Inglewood is enclosed. These facilities consist primarily of recycled water distribution pipelines in the public right-of-way. In most instances West Basin's pipelines are located at least 3.5' below grade. If the City's project necessitates pipeline relocation(s), please provide a utilities relocation request to West Basin. In order to allow adequate time to conduct a pipeline relocation project, please provide requests at least 6 months in advance.

Among West Basin's capital improvement projects that is of particular significance to the City's Project is the Kenneth Hahn Lateral. West Basin is investigating opportunities to provide recycled water from the existing 36-in pipeline at the intersection of the Prairie Avenue and E. Florence Avenue in the City of Inglewood, to the Kenneth Hahn State Park, the Baldwin Hills area generally, and into Culver City. This project was considered by West Basin in the 2009 Recycled Water Master Plan. This expansion of West Basin's recycled water system comprises approximately 22,000 LFT of 4-inch pipe; 11,000 LFT of 6-inch pipe; 20,000 LFT of 16-inch pipe; two booster pump stations; and a reservoir. A map of preliminary pipeline alignment options and potential sites for connections and pump stations is enclosed. The complete Kenneth Hahn Lateral Feasibility Study is available upon request at West Basin's administrative office in Carson, CA. 6-2

Thank you again for the Notice of Preparation and providing the opportunity for West Basin to contribute to the planning process. If you have any questions about West Basin's projects or facilities, please contact me at runc@westbasin.org or (310) 660-6219. 6-3

Sincerely,

Run Chen
Engineering Supervisor
West Basin Municipal Water District

17140 S. Avalon Blvd.
Carson, CA 90746
310.217.2411
www.westbasin.org

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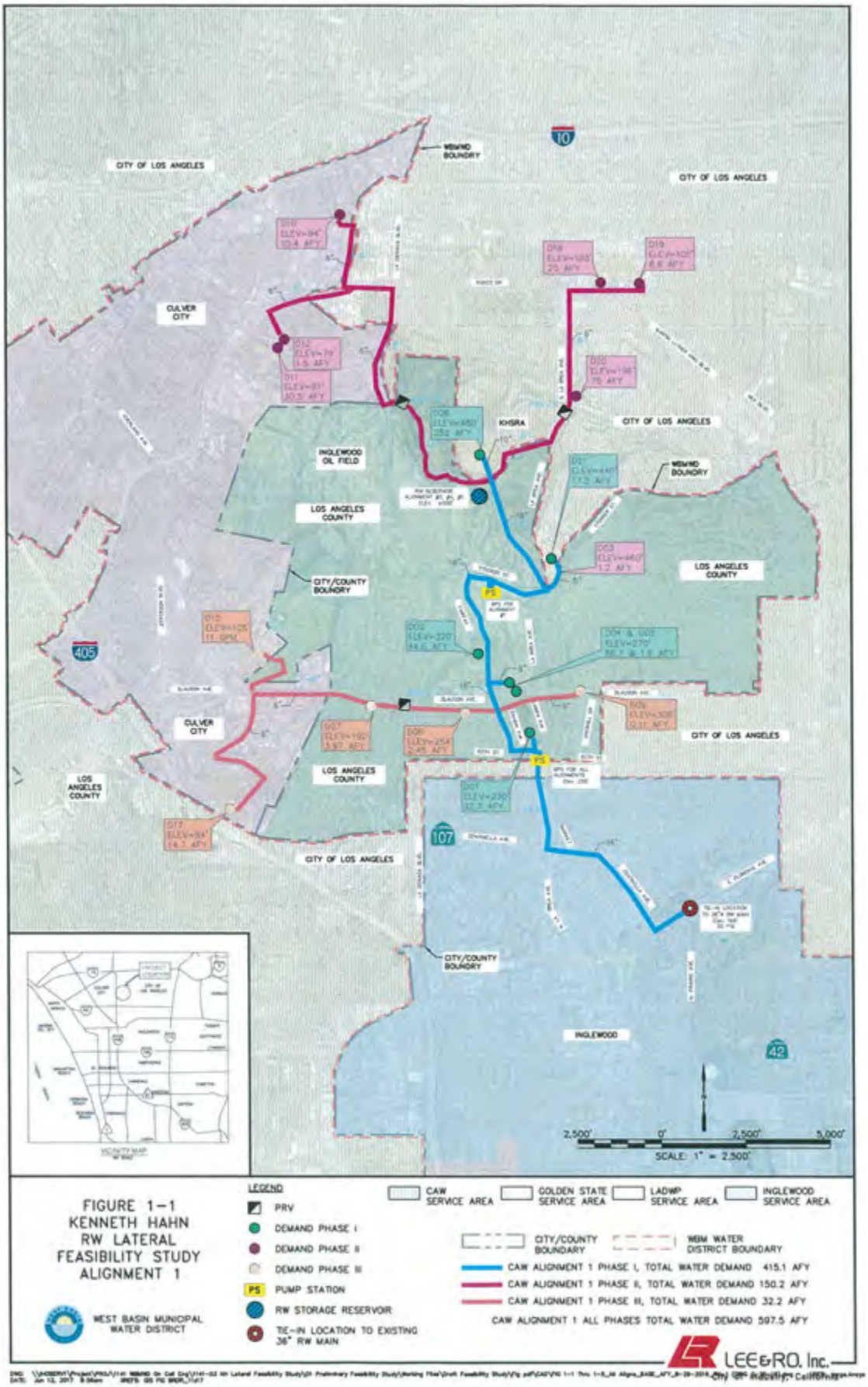
Sound Financial and Resource Management

Customer Service

Environmental Stewardship

Cc:
Eric Owens, Technical Resources Manager
Uzi Daniels, Regulatory Compliance Supervisor

Enclosures:
Figure 1: Kenneth Hahn Recycled Water Lateral Alignment
Figure 2: West Basin Municipal Water District City of Inglewood Area Pipelines


CITY OF LOS ANGELES
WBMWD BOUNDRY
CULVER CITY
INGLEWOOD OIL FIELD
KHSRA
LOS ANGELES COUNTY
CITY/COUNTY BOUNDRY
INGLEWOOD
405
10
107
42
PS
2,500'
0'
2,500'
5,000'
SCALE: 1" = 2,500'
FIGURE 1-1
KENNETH HAHN
RW LATERAL
FEASIBILITY STUDY
ALIGNMENT 1
WEST BASIN MUNICIPAL WATER DISTRICT
LEGEND
PRV
DEMAND PHASE I
DEMAND PHASE II
DEMAND PHASE III
PUMP STATION
RW STORAGE RESERVOIR
TIE-IN LOCATION TO EXISTING 36" RW MAIN
CAW SERVICE AREA
GOLDEN STATE SERVICE AREA
LADWP SERVICE AREA
INGLEWOOD SERVICE AREA
CITY/COUNTY BOUNDARY
WBM WATER DISTRICT BOUNDARY
CAW ALIGNMENT 1 PHASE I, TOTAL WATER DEMAND 415.1 AFY
CAW ALIGNMENT 1 PHASE II, TOTAL WATER DEMAND 150.2 AFY
CAW ALIGNMENT 1 PHASE III, TOTAL WATER DEMAND 32.2 AFY
CAW ALIGNMENT 1 ALL PHASES TOTAL WATER DEMAND 597.5 AFY
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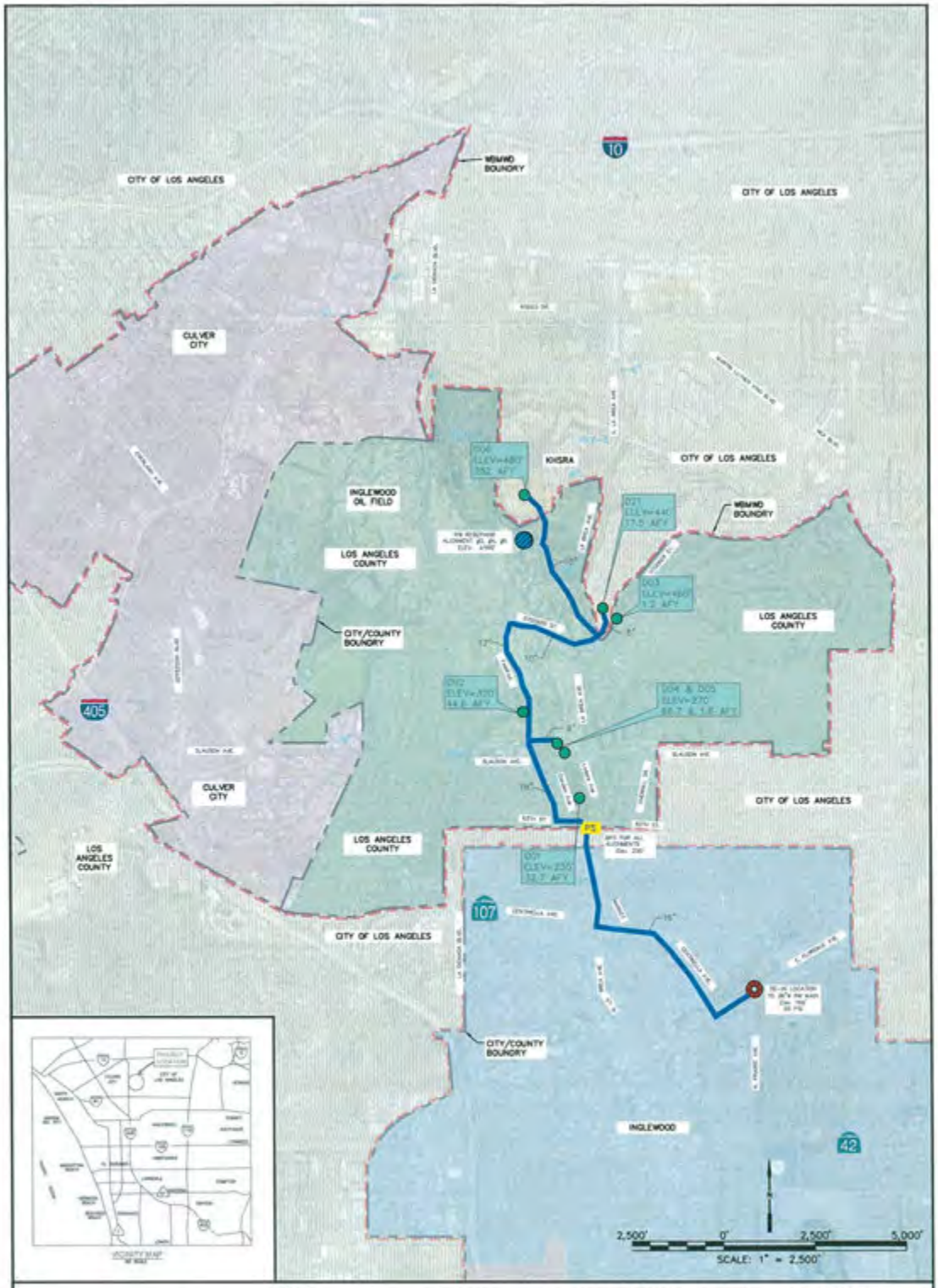


FIGURE 1-2
KENNETH HAHN
RW LATERAL
FEASIBILITY STUDY
ALIGNMENT 2

WEST BASIN MUNICIPAL WATER DISTRICT

LEGEND

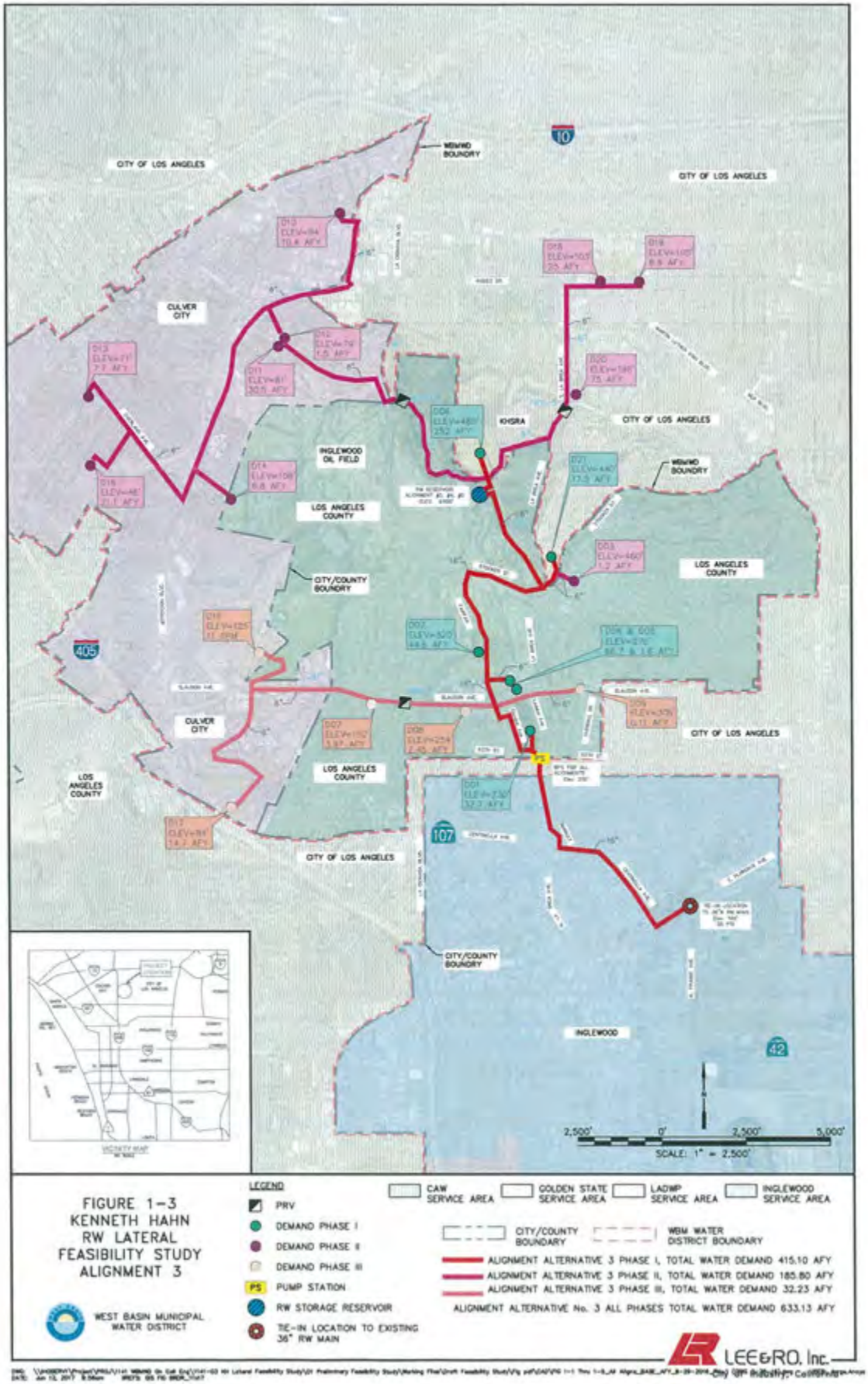
- PRV
- DEMAND PHASE I
- DEMAND PHASE II -NOT USED
- DEMAND PHASE III -NOT USED
- PS PUMP STATION
- RW STORAGE RESERVOIR
- TIE-IN LOCATION TO EXISTING 36" RW MAIN

CAW SERVICE AREA | GOLDEN STATE SERVICE AREA | LADWP SERVICE AREA | INGLEWOOD SERVICE AREA

CITY/COUNTY BOUNDARY | WBM WATER DISTRICT BOUNDARY

WEST BASIN ALIGNMENT 2 PHASE I, TOTAL WATER DEMAND 416.3 AFY
WEST BASIN ALIGNMENT 2 PHASE II -NOT USED
WEST BASIN ALIGNMENT 2 PHASE III -NOT USED

LEE&RO, Inc.


CITY OF LOS ANGELES
MSWD BOUNDRY
CULVER CITY
INGLEWOOD OIL FIELD
LOS ANGELES COUNTY
CITY/COUNTY BOUNDRY
KHSRA
INGLEWOOD
405
10
107
42
PS
2,500' 0' 2,500' 5,000'
SCALE: 1" = 2,500'
FIGURE 1-3
KENNETH HAHN
RW LATERAL
FEASIBILITY STUDY
ALIGNMENT 3
WEST BASIN MUNICIPAL WATER DISTRICT
LEGEND
PRV
DEMAND PHASE I
DEMAND PHASE II
DEMAND PHASE III
PUMP STATION
RW STORAGE RESERVOIR
TIE-IN LOCATION TO EXISTING 36" RW MAIN
CAW SERVICE AREA
GOLDEN STATE SERVICE AREA
LADWP SERVICE AREA
INGLEWOOD SERVICE AREA
CITY/COUNTY BOUNDARY
WBM WATER DISTRICT BOUNDARY
ALIGNMENT ALTERNATIVE 3 PHASE I, TOTAL WATER DEMAND 415.10 AFY
ALIGNMENT ALTERNATIVE 3 PHASE II, TOTAL WATER DEMAND 185.80 AFY
ALIGNMENT ALTERNATIVE 3 PHASE III, TOTAL WATER DEMAND 32.23 AFY
ALIGNMENT ALTERNATIVE No. 3 ALL PHASES TOTAL WATER DEMAND 633.13 AFY
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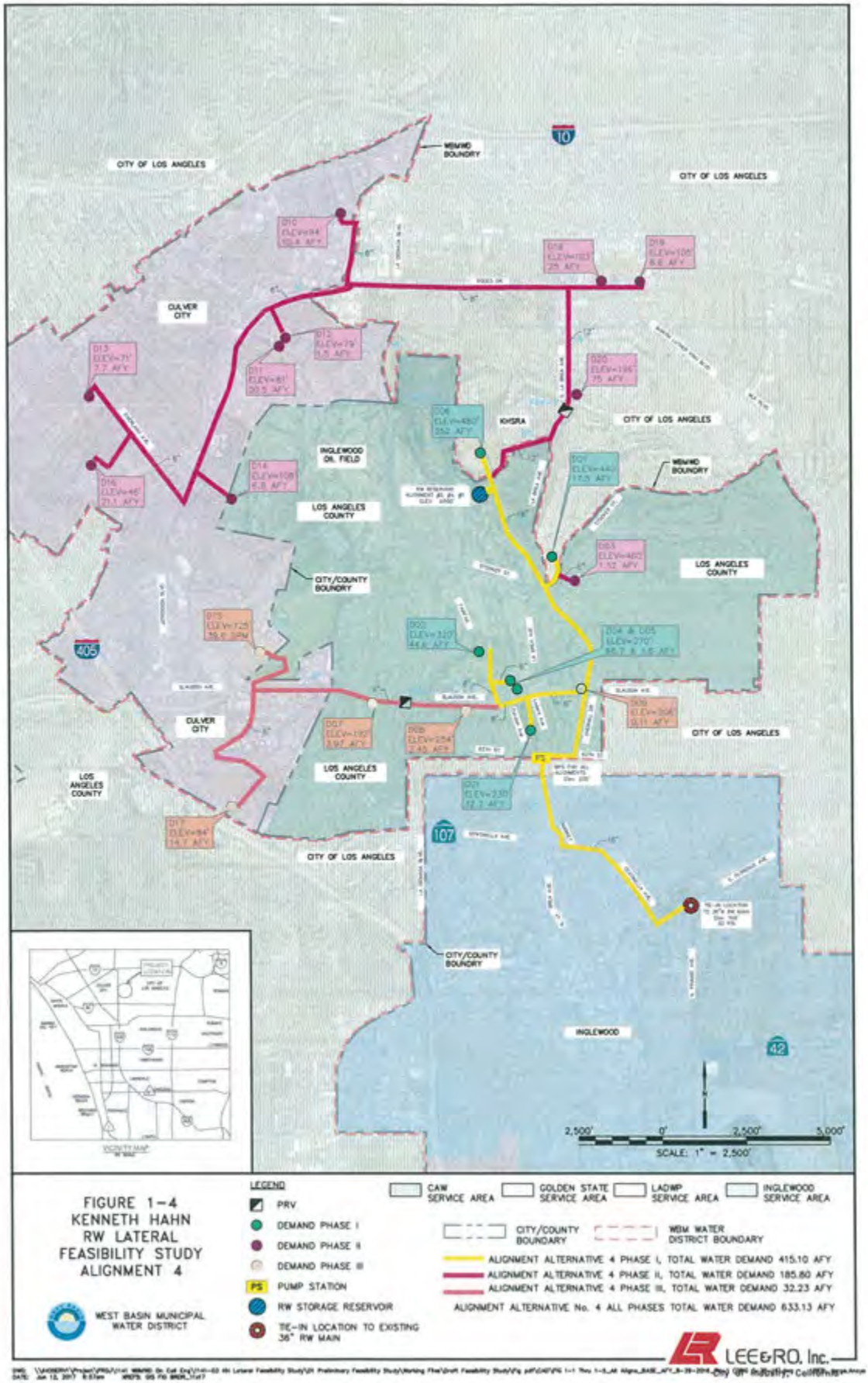


FIGURE 1-4
KENNETH HAHN
RW LATERAL
FEASIBILITY STUDY
ALIGNMENT 4

WEST BASIN MUNICIPAL WATER DISTRICT

LEE&RO, Inc.

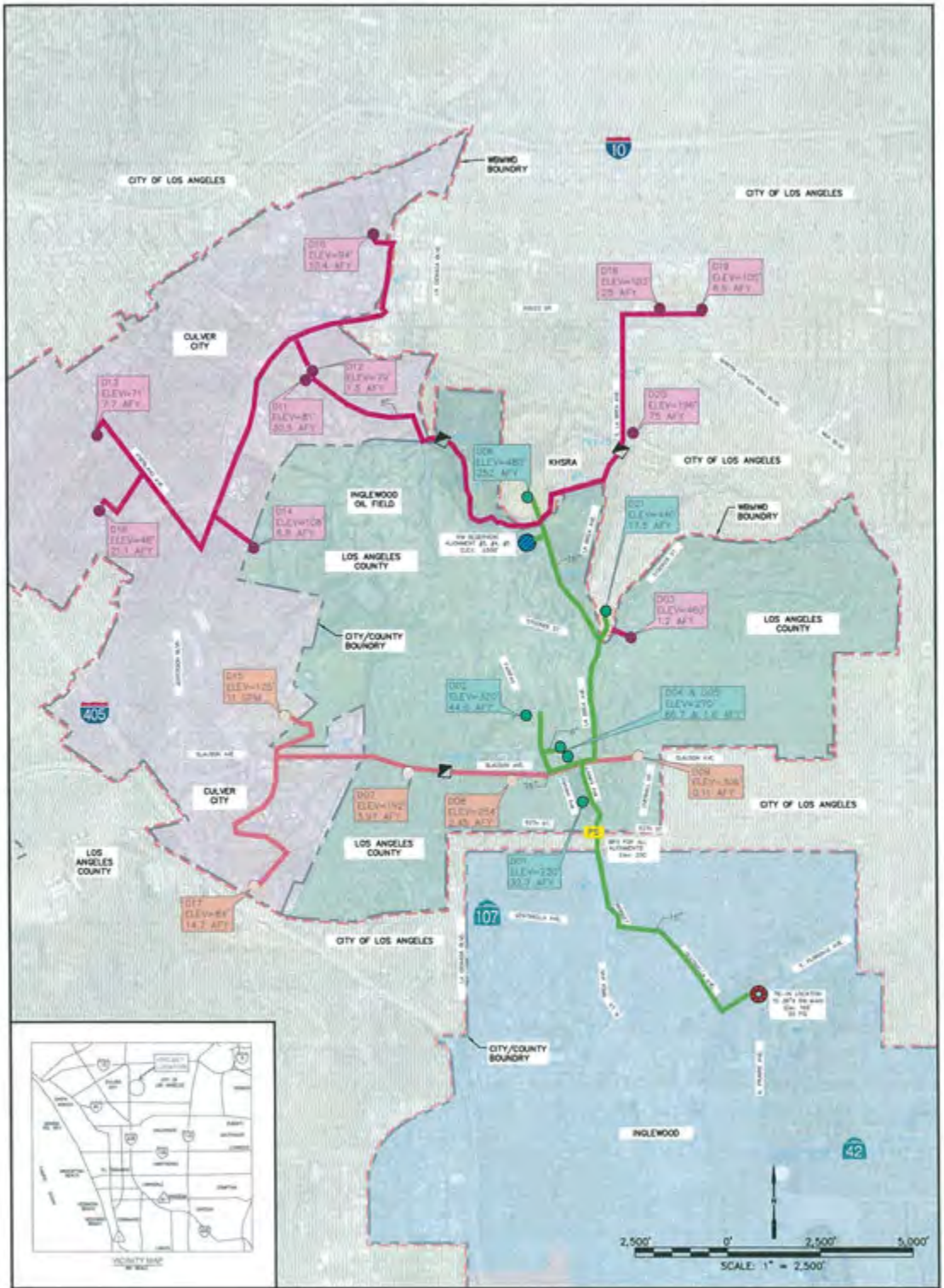


FIGURE 1-5
KENNETH HAHN RW LATERAL FEASIBILITY STUDY ALIGNMENT 5

WEST BASIN MUNICIPAL WATER DISTRICT

LEGEND

- PRV
- DEMAND PHASE I
- DEMAND PHASE II
- DEMAND PHASE III
- PS PUMP STATION
- RW STORAGE RESERVOIR
- TIE-IN LOCATION TO EXISTING 36" RW MAIN

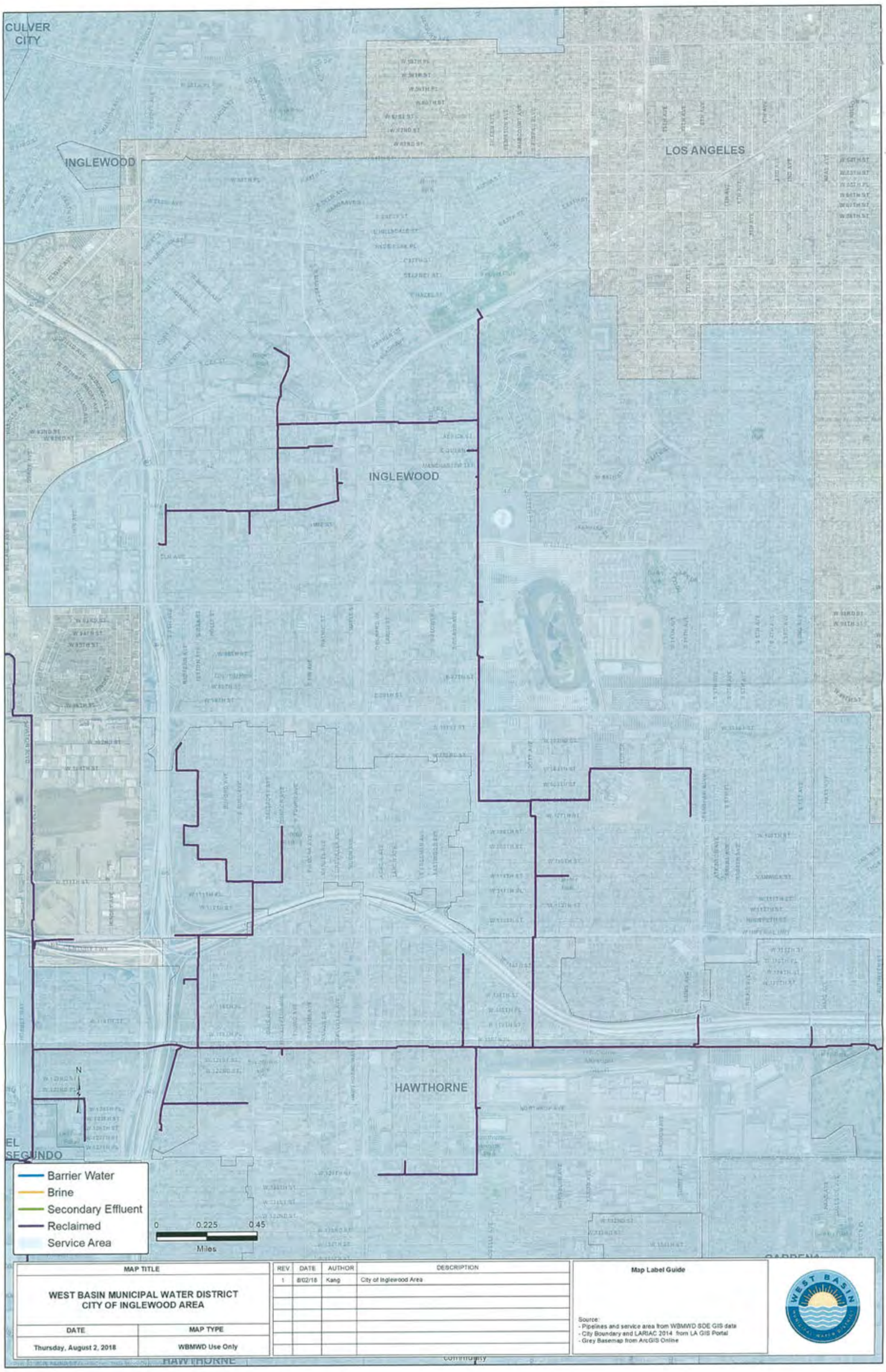
CAW SERVICE AREA | GOLDEN STATE SERVICE AREA | LADWP SERVICE AREA | INGLEWOOD SERVICE AREA

CITY/COUNTY BOUNDARY | WBM WATER DISTRICT BOUNDARY

ALIGNMENT ALTERNATIVE 5 PHASE I, TOTAL WATER DEMAND 415.10 AFY
ALIGNMENT ALTERNATIVE 5 PHASE II, TOTAL WATER DEMAND 185.80 AFY
ALIGNMENT ALTERNATIVE 5 PHASE III, TOTAL WATER DEMAND 32.23 AFY

ALIGNMENT ALTERNATIVE No. 5 ALL PHASES TOTAL WATER DEMAND 633.13 AFY

LEE&RO, Inc.



MAP TITLE	
WEST BASIN MUNICIPAL WATER DISTRICT CITY OF INGLEWOOD AREA	
DATE	MAP TYPE
Thursday, August 2, 2018	WBMWD Use Only

REV	DATE	AUTHOR	DESCRIPTION
1	8/02/18	Kang	City of Inglewood Area

Map Label Guide

Source:
- Pipelines and service area from WBMWD SDE GIS data
- City Boundary and LARIAC 2014 from LA GIS Portal
- Grey Basemap from ArcGIS Online

Comment Letter No. 6

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
mwilcox@cityofinglewood.org
Mindy Wilcox, Planning Manager
City of Inglewood, Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

August 15, 2018

Notice of Preparation of a Draft Environmental Impact Report for the Proposed Inglewood Transit Connector Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (DEIR). Please send SCAQMD a copy of the DEIR upon its completion. Note that copies of the DEIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the DEIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the DEIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.** 7-1

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). The SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com. 7-2

On March 3, 2017, the SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board on March 23, 2017. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF. 7-2

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse air quality impacts and sources pf air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the DEIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the DEIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to SCAQMD's regional air quality CEQA operational thresholds to determine significance. 7-2

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the Proposed Project, including:

- Chapter 11- Mitigating the Impact of a Project, of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities 7-3
- SCAG's MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagrtpscs.net/Documents/2016/pEIR/final/2016fPEIR_ExhibitB_MMRP.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the DEIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. 7-4

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385. 7-5

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov). 7-6

The SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. Please contact Robert Dalbeck, Assistant Air Quality Specialist, at rdalbeck@aqmd.gov, if you have any questions regarding these comments. 7-7

Sincerely,

Daniel Garcia

Daniel Garcia
Program Supervisor
Planning, Rule Development & Area Sources

Data Sources

DG/RD
LAC180717-13
Control Number

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

August 6, 2018

Ref. Doc. No.: 4650365

RECEIVED
AUG – 8 2018
Planning Division

Ms. Mindy Wilcox, AICP
Planning Manager
Planning Division
City of Inglewood
One West Manchester Boulevard
4th Floor
Inglewood, CA 90301

Dear Ms. Wilcox:

NOP Response for the Inglewood Transit Connector Project

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on July 17, 2018. The proposed project is located within the jurisdictional boundaries of District No. 5. We offer the following comment: 8-1

- The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. Districts' facilities are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of, the proposed project until project plans and specification that incorporate Districts' facilities are submitted for our review. To obtain copies of as-built drawings of the Districts' facilities within the project limits, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment. 8-2

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717. 8-3

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: A. Howard
Engineering Counter

DOC: #4673386.D05

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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SECOND DISTRICT

SHEILA KUEHL
THIRD DISTRICT

JANICE HAHN
FOURTH DISTRICT

KATHRYN BARGER
FIFTH DISTRICT

RECEIVED
AUG 20 2018
Planning Division

August 14, 2018

Mindy Wilcox, Planning Manager
City of Inglewood
Planning Division
One W. Manchester Boulevard
Inglewood, CA 90301

Dear Ms. Wilcox:

NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT, "INGLEWOOD TRANSIT CONNECTOR," WOULD INCLUDE AN AUTOMATED PEOPLE MOVER SYSTEM TO TRANSPORT RIDERS TO AND FROM THE REGIONAL METRO RAIL SYSTEM TO DOWNTOWN INGLEWOOD, INGLEWOOD, FFER 201800080 9-1

The Notice of Preparation for an Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Under 2.14, Public Services, a.1. Fire Protection, sentence six is incorrect and misleading, therefore it should be deleted. 9-2

Sentence seven should be corrected to state that "An Assistant Fire Chief oversees the three Battalions that are within Division 6." 9-3

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues. 9-4

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. 9-5

3. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation. 9-6

4. Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/ structural plans are not necessary. 9-7

5. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions. 9-8

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project. 9-9

For any questions regarding the report, please contact Inspector Joseph Youman at (323) 890-4125 or Joseph.Youman@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. 9-10

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project. 9-11

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time. 9-12

If you have any additional questions, please contact this office at (323) 890-4330. 9-13

Very truly yours,

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac

KASOWITZ BENSON TORRES LLP

1633 BROADWAY
NEW YORK, NEW YORK 10019
(212) 506-1700
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RECEIVED
AUG 16 2018
Planning Division

August 15, 2018

Ms. Mindy Wilcox, AICP
Planning Manager
City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Re: Inglewood Transit Connector Project - Comments on the July 2018 Initial Study and Notice of Preparation of an Environmental Impact Report

Dear Ms. Wilcox:

We represent the Inglewood Unified School District (the "School District"), and submit the following comments on its behalf in response to the City of Inglewood's (the "City") July 2018 Initial Study and Notice of Preparation of an Environmental Impact Report for the Inglewood Transit Connector Project (the "Project"), a 1.8 mile elevated automated people mover ("APM") system to transport riders to and from the regional Metro Rail system and five stations in Inglewood, including a planned station at the Madison Square Garden Forum (the "Forum"). We write to express serious concerns regarding the City's potential displacement of the William H. Kelso TK-6 Elementary School ("Kelso School") to build support facilities for the Project, and urge you to reconsider the potential location of those facilities at the school. We also urge you to reconsider the alignment of the Project directly adjacent to Kelso School.

10-1

10-2

10-3

Kelso School is an elementary school centrally located in Inglewood, across the street from the Forum. Originally built in 1925 with ten classrooms, a library, and a cafeteria, Kelso School has grown to 33 classrooms. Its campus serves a population of 523 students from kindergarten to sixth grade. There are no other elementary schools in the vicinity, and the School District considers Kelso School essential for the education of children in the Inglewood community. Kelso School was the first school in the School District to earn an Academic Performance Index score of greater than 800, and has received recognition as a California Distinguished School in 2006 and 2012. Educators from urban schools across the country have visited Kelso School and used the school as a model for best practices in urban education.

10-4

Impacts from the Placement of Project Support Facilities at Kelso School

The City is considering placing a maintenance and storage facility ("MSF") and/or an intermodal transportation facility ("ITF") across from the Forum at the location of Kelso School's campus. According to the Initial Study, MSF is a facility for the maintenance and storage of train cars and equipment. An MSF "consist[s] of a multi-level building on an approximately 4- to 6-acre site with sufficient space for maintenance facilities, administration facilities, an automatic car wash for exterior vehicle cleaning, equipment and materials storage area, shipping/receiving areas, and sufficient parking for staff." An ITF is a 3- to 5-acre site that will serve as a pick-up and drop-off area for passengers to transfer to the APM system from other modes of travel, and will include information kiosks, wayfinding, waiting areas, and other amenities. An MSF and an ITF may be co-located or individually located. In addition to the Kelso School campus, four other sites are proposed as potential locations for support facilities, and each of these four sites consist of commercial property or vacant lots -- far better options for the location of the Project's support facilities, than a thriving community elementary school. 10-5 10-6

The California Environmental Quality Act ("CEQA") requires the City to consider the impacts of the Project on public services, including schools. The critical question is whether the Project would "result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services." Cal. Code Reg tit. 14, Appendix G. Significant environmental impacts result where, as here, the project would require physical changes in the environment through construction of new school facilities. *Fullerton Joint Union High School Dist. v. State Bd. of Education*, 32 Cal. 3d 779, 794 (1982) (significant impact requiring further study where agency's action "will likely require the construction of a new high school . . . and may result in the abandonment of some facilities"), *abrogated on other grounds by Board of Supervisors v. Local Agency Formation Com.*, 32 Cal. 4th 903 (1992); *El Dorado Union High School Dist. v. City of Placerville*, 144 Cal. App. 3d 123, 131-32 (1983) (requiring EIR to address impact of a project on a school district where construction of the project may necessitate the construction of at least one new high school). 10-7

The Initial Study wrongly concludes, based on inadequate analysis, that the Project will have "no impact" on public schools in vicinity of the Project. It summarily states that the Project, which "will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues," "would not result in an increase in the number of residents; thus, there would be no increase in demand for school facilities" and "the construction or expansion of schools would not be required." In total, the section discussing impacts on public schools consists of four sentences. This scant analysis wholly ignores the potential displacement of Kelso School if the City proceeds with locating the support facilities at the campus. So long as the Kelso School campus remains a candidate for the location of these facilities, the Project poses a significant threat to the continued viability of the school. As such, the Initial Study's determination that "[n]o impacts would occur, and no further evaluation is 10-8

required" is incomplete, premature, and without foundation. Yet, the Notice of Preparation of the EIR relies on this flawed analysis to exclude as a topic to be evaluated in the EIR the Project's impacts on schools.

The impacts of the Project on the Kelso School must be fully evaluated in the EIR. The Initial Study itself acknowledges that "[s]ignificant impacts would occur if the Project were to necessitate the construction or expansion of schools in the proposed Project's area." The location of support facilities at Kelso School would necessitate construction of a new elementary school in the area. As the Initial Study makes clear, the Project's support facilities require 4 to 6 acres of space for an MSF and an additional 3 to 5 acres for an ITF. Such a use of the Kelso School campus would be utterly incompatible with the continued existence of Kelso School at its current location. In fact, at approximately 3.4 acres, the Kelso School campus is *undersized* for purposes of an MSF, and just barely sufficient for a smaller-sized ITF. If the City elects to proceed with building the support facilities at Kelso School, the taking would necessarily shut down the school at its current location and require construction of a new school for 523 displaced students. Additionally, if the shutdown occurs before a new school is constructed and incorporated, Kelso School's 523 students will need to be transported to other elementary schools within the School District, none of which are in the immediate vicinity, increasing traffic, requiring new bus schedules, and otherwise negatively impacting the environment. The temporary enrollment of 523 students at other elementary schools in the School District also will result in overcrowding at the other schools. Most importantly, the shutdown would disrupt the education of 523 young children, 88.9% of whom are socioeconomically disadvantaged. These are significant impacts that must be evaluated in the EIR. 10-8

Finally, the City must consider the intensive, lengthy, and expensive regulatory approval process for opening a new elementary school. The California Education Code governs the acquisition and selection of real property for a new school site. The process involves consulting with a complex web of California state regulators that govern school facilities. These agencies include the California Department of Education ("CDE"), the Department of State Architects ("DSA"), and the Department of Toxic Substance Control ("DTSC"). As part of the acquisition process, the School District may be required to prepare an EIR to evaluate environmental impacts associated with the school site. Cal. Educ. Code § 17213. 10-9

Impacts from the Construction and Operation of the Project Adjacent To Kelso School

Even if the City does not proceed with locating the support facilities at Kelso School, the EIR must thoroughly consider impacts of the construction and operation of the Project on the School. The Initial Study proposes that the Project will run directly adjacent to Kelso School, with a station at the Forum. This alignment is incompatible with the educational purpose of Kelso School. Indeed, the Initial Study expressly acknowledges the air quality, noise, vibration, and safety risks associated with the construction and operation of transit system near Kelso School. The EIR must fully evaluate whether, in light of these significant impacts, the City should proceed with the present alignment directly adjacent to Kelso School. 10-10

As the Initial Study acknowledges, the Project's "construction and operational activities would potentially generate pollutant emissions that could contribute to an existing or projected air quality violation." Moreover, "construction of the APM system and associated stations . . . would lead to emissions from construction equipment that could contribute to a violation of air quality standards." The risks arise as a result of "typical construction practices such as grading and excavation." Moreover, "[a] significant impact would occur if construction or operation of the proposed Project were to result in exposure of sensitive receptors to concentrations of air pollutants" above the California Ambient Air Quality Standards. The Initial Study acknowledges that Kelso School is a sensitive receptor. 10-10

Toxic emissions from the construction and operation of the Project directly adjacent to Kelso School could severely impact the health of its students, faculty, and staff. Airborne toxic emissions can cause or contribute to severe health problems, ranging from short-term effects such as coughing, dizziness, nausea, and headaches, to long-term effects, such as cancer, chronic asthma, and other respiratory illness. Children and pregnant staff are sensitive receptors because they are more sensitive to toxins than the general adult population, and have a higher risk of suffering these effects, including cancer. In preparing the EIR, the City must fully address the health risk of toxic air contaminants on the Kelso School community.

The Initial Study likewise acknowledges that noise and vibration impacts from the construction and operation of the Project are potentially significant. Construction of the Project "would require the use of heavy equipment for demolition and site clearing; grading, excavation, and foundation preparation; the installation of utilities; paving; and building." As the Initial Study recognizes, the "noise associated with the proposed Project's construction activities may have potential impacts" on Kelso School. Operation of the Project similarly "ha[s] the potential to increase noise levels" near the Project "due to noise emitted by the APM." Similarly, "ground-borne vibration and ground-borne noise could occur during construction" of the Project, "especially during paving, demolition, earth movement activities, pile driving, and other activities associated with the construction of an elevated APM line." 10-11

These noise and vibration impacts are incompatible with the education of children. Noise interference in the classroom can impair children's speech and listening comprehension, as well as their concentration, understanding of verbal information, reading comprehension, and learning. At levels greater than 35 A-weighted decibels, speech is less intelligible to children, and they have lower comprehension. The EIR must fully analyze the impacts of noise and vibration on the education of students at Kelso School.

* * *

The School District requests that the City reconsider the potential placement of support facilities at Kelso School, as well as the alignment of the Project directly adjacent to Kelso School. If the City intends to proceed with the placing the support facilities at the School, the City must include in the EIR a complete analysis of the Project's impact on Kelso School, including impacts from the displacement of its 523 students. The EIR must also include a 10-12

complete analysis of the air quality, noise, vibration, and safety impacts of aligning the Project directly adjacent to the School. 10-12

Sincerely,

Jennifer Recine /TLH

Jennifer S. Recine

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

Scoping Meeting
Inglewood Transit Connector
July 26, 2018

Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the proposed Inglewood Transit Connector Project. You may submit your comments at this scoping meeting or to the City of Inglewood address listed below. Written comments on the Notice of Preparation (NOP) and Initial Study (IS) for the Environmental Impact Report will be accepted until **August 15, 2018, at 5:00 p.m.**

Comments:

PW-1-1 Thank you for this informative meeting. Having the experts per area was helpful. My comment pertains to the location of the APM facility & maintenance station as well as Intermodal location for buses, ubers, drop-offs, etc. It seems like the proposed Inglewood Basketball and Entertainment center would be the Ideal location... no interference with North end of market Street and metro traffic... open space and optimal access for drop offs, buses, etc. Perhaps it could be incorporated into the proposed center if the clippers come. If they don't that area would still be extremely useful in providing support for the required infrastructure of the APM

PW-1-2

Name: Kathy Alston

Address: 6741 Springpark Ave, #5

City/State/ZIP: LA/CA/90056

Phone: 909-213-0064

Email: katlady80@gmail.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES X NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

Scoping Meeting
Inglewood Transit Connector
July 26, 2018

Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the proposed Inglewood Transit Connector Project. You may submit your comments at this scoping meeting or to the City of Inglewood address listed below. Written comments on the Notice of Preparation (NOP) and Initial Study (IS) for the Environmental Impact Report will be accepted until **August 15, 2018, at 5:00 p.m.**

Comments:

PW-2-1 ① Will damage/cracks caused to property due to pounding and shaking the ground from heavy machinery be compensated to property owners?

PW-2-2 ② Our 34 units are currently at full capacity. Will there be any compensation for loss of rent if our rental property becomes undesirable and tenants move out due to construction noise and dust?

Name: ~~Joan Beck~~

Address: 1600 Mathews Ave

City/State/ZIP: Manhattan Beach, CA 90266

Phone: (310) 379-4145

Email: joanebeck@earthlink.net

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

PW-2-3 ③ What guarantee do we have that the noise of the new transit connector will not be a disturbance to our renters on Brink?

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

Scoping Meeting
Inglewood Transit Connector
July 26, 2018

Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the proposed Inglewood Transit Connector Project. You may submit your comments at this scoping meeting or to the City of Inglewood address listed below. Written comments on the Notice of Preparation (NOP) and Initial Study (IS) for the Environmental Impact Report will be accepted until **August 15, 2018, at 5:00 p.m.**

Comments:

PW-3

In regards to the APM storage Facility, I think it may be efficient to utilize a dedicated Section of Edward Vincent Jr. Park. Utilize some under ~~used~~ used space to build the facility. I think that serves a better purpose than displacing businesses and or residences. Vons is the one source of healthy and organic produce, removing it, will impact the comm. negatively.

Name: T. Bunn

Address: 3635 W. 110th

City/State/ZIP: Inglewood 90303

Phone:

Email: tbunn@cityofinglewood.org

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES _____ NO _____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

Scoping Meeting
Inglewood Transit Connector
July 26, 2018

Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the proposed Inglewood Transit Connector Project. You may submit your comments at this scoping meeting or to the City of Inglewood address listed below. Written comments on the Notice of Preparation (NOP) and Initial Study (IS) for the Environmental Impact Report will be accepted until **August 15, 2018, at 5:00 p.m.**

Monorail Society.com

Comments:

PW-4

1. You need INFO, DATA & PRESENTATIONS on Large Monorail Systems Like: Hitachi, Bombardier, Scomi (Aiwes) BYD China (Warren Buffet) chair & the cost of subway, and the most advanced systems Metrail (Erfurt - N&R)
2. Seek Funding & development from the US ACE.

Name: Forrest Chernick

Address: 712 N. Harvard Blvd

City/State/ZIP: Los Angeles, CA 90029

Phone: ~~323~~ 213 590-0470

Email: seattle@dslextreme.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

RECEIVED
AUG 14 2018
Planning Division

Scoping Meeting
Inglewood Transit Connector
July 26, 2018

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Comments: The Public Scoping meeting On July 26, 2018 AT 6pm Was very Informed, And I like the Idea of having A Inglewood Transit Connector To the Airport and to the Los Angeles Sports and Entertainment District, Market Street, As For The Traffic I Hope that People in Inglewood who Dri will have

PW-5-1

Name: DANIEL J Coles

Address: 10241 S. 7th Ave

City/State/ZIP: Inglewood, CA. 90303

Phone: (424) 351-5704

Email: Colesdaniel1@gmail.com

PW-5-2

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
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Mindy Wilcox, AICP
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Comments:

more alternatives should be considered to provide more economic development to all of Inglewood, including Market street as it is being revitalized. Traffic should be addressed NOW!! provide a street car throughout the City that would be utilized more often & easier & cost effective.

PW-6-1

PW-6-2

PW-6-3

Name: Randal Curtis

Address: 720 N. Eucalyptus Ave

City/State/ZIP: Inglewood CA 90302

Phone: [redacted]

Email: rmcurtis07@gmail.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
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Comments:

PW-7

Where exactly will the maintenance be constructed on the northern end of the Aptn line. Seems like there isn't available space

Name: William Harris

Address:

City/State/ZIP: Inglewood

Phone: 310.259.1173

Email: williamharris1@ca.rr.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
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Comments: We don't need another metro train, people mover or any other type rail system. The streets of Inglewood is one big mess already. Florence has been reduced to 2 lanes. Century Blvd is a disaster. They keep tearing the St. up (over)

PW-8

Name: Wilma Kaufman

Address: P.O. Box 60412

City/State/ZIP: L.A. CA. 90060

Phone: 310 256 0818

Email: KaufmanLW@AOL.COM

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ☑ NO ☐

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
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Scoping Meeting
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Comments:

PW-9

To place a station for the new Transit Connector at Market & Florence Would be a huge benefit for people to be able to connect to other locations near by. As well as our Shopping Centers Customers. Should be Free for Seniors & lower income passes It should also connect all the way to the 105 Fwy

Name: Harriet Keyes - Advance America

Address: 240 N. Market St

City/State/ZIP: Inglewood CA 90301

Phone: (310) 677-7576

Email:

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr
Director

Mindy Wilcox, AICP
Planning Manager

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Comments: LIKE ALL PEOPLE MOVERS I'VE BEEN ON, THERE IS NO FARE ON EVENT DAYS AND NON-EVENT DAYS. WILL THIS BE ASSURED?

PW-10

Name: GARY KYNARD

Address: 4035 CLOVERDALE AVE

City/State/ZIP: LOS ANGELES, CA 90008

Phone: 310 622 4552

Email: GKynard@hotmail.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, SI
Director

Mindy Wilcox, AICP
Planning Manager

Scoping Meeting
Inglewood Transit Connector
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Comments:

PW-11

An Inglewood Transit Connector station at Florence and Market will be very benefical to myself and my store customers It is easy access from the blue line to lax airport

Name: Erica Nelson

Address: 240 N Market

City/State/ZIP: Inglewood, CA 90301

Phone: (310) 677-7576

Email: Ericadenisell@gmail.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
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Scoping Meeting
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PW-12

Comments: I'd love to see the connection of the revitalization / construction connected to the city's schools. It's a perfect opportunity to create STEM focused curricalun programs, internships/externships/early career awarness for IUSD. lets create a world class school system rooted in growing STEM careers NOW It's too late once construction is Complete

Name: Qiana Patterson

Address: 341 W. Hillsdale St

City/State/ZIP: 90302

Phone: 310.897.5401

Email: Qiana@ymail.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES X NO ____

YES I'll help !!

CITY OF INGLEWOOD

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Mindy Wilcox, AICP
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Comments:

PW-13

AN EXCITING IDEA!
I WILL BE VERY ENTHUSIASTIC ABOUT IT ONCE
WE WHO LIVE FAR FROM THE PROJECT AND WILL
NEVER USE CAN HAVE AN IRON-CLAD GUARANTEE
THERE WILL BE NO INCREASE IN PROPERTY TAX, SALES
TAX OR PARCEL TAXES USED TO FUND THE PROJECT

Name: RICHARD PURDY

Address: 5009 W 64TH PL.

City/State/ZIP: INGLEWOOD, CA 90302

Phone: 310 693-9809

Email: rtpurdy@sbcglobal.net

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES X NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

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Director

Mindy Wilcox, AICP
Planning Manager

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Comments:

PW-14

parking. Where will the People ~~Using~~ It will Park?

Name: Alma Quijas / Steven Aquino

Address: 930 E. Fairview Blvd.

City/State/ZIP: Inglewood CA. 90302

Phone: (310) 894-3981 (310) 980-1003

Email: almaquijas@gmail.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, AICP
Director

Mindy Wilcox, AICP
Planning Manager

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Comments:

PW-15-1 Thank you for community and business operator engagement.

How about walking / pedestrian zone from Metro Downtown Inglewood

PW-15-2 Station to Manchester manual station?

Have you considered Locust for people mover?

Name: Owen Smith

Address: 7265 Market St

City/State/ZIP: 90301

Phone: 3104282741

Email: owen@wanderingpictures.com

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES X NO ____

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, ST
Director

Mindy Wilcox, AICP
Planning Manager

Scoping Meeting
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Comments: [redacted]

No shortcuts on EIR. Impact of this project will affect generations to come. Very important to balance project needs with those of the community.

PW-16

Name: Holly Tempo

Address: 1116 E. 66th St.

City/State/ZIP: Inglewood, CA 90302

Phone: 323-229-6562

Email: tempostudio@sbcglobal.net

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ✓ NO ____

CITY OF INGLEWOOD

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Director

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Comments:

PW-17

Market St has plans to be another 3rd St promenade kind of place. This elevated train destroys that. Not Good.

Name: _____

Address: _____

City/State/ZIP: _____

Phone: _____

Email: _____

This card may also be submitted to Mindy Wilcox, Planning Manager at City of Inglewood Planning Division, One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301.

Please indicate by checking the box below if you would like to receive notices for future hearings on the proposed Project.

I wish to receive official notices for hearings on the project: YES ____ NO ____

ATTACHMENT 6

Summary Matrix of Comments and Topics for Original NOP and Original Initial Study

SUMMARY MATRIX OF TOPICS

Last Updated: 08/28/18

Comment Number	Date	Name	Address	City/State/Zip	Email/Website	Affiliation/Organization	EIR Topic Areas Addressed	Corresponding Comment Bracket Number
State Agencies								
1	8/13/2018	Gayle Totton, MA PhD Associate Governmental Program Analyst	1550 Harbor Blvd., Suite 100	West Sacramento, CA 95691		Native American Heritage Commission, Cultural and Environmental Department	Cultural Resources	1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 1-9, 1-10, 1-11, 1-12, 1-13, 1-14, 1-15, 1-16, 1-17, 1-18
2	8/13/2018	Daren Gilbert, Manager, Rail Transit Safety Branch Safety and Enforcement Division	320 W 4th Street, Suite 500	Los Angeles, CA 90013		Public Utilities Commission	Transportation/Traffic	2-1, 2-3, 2-4, 2-5
3	8/14/2018	Miya Edmonson IGR/CEQA Branch Chief	100 S. Main Street, MS 16	Los Angeles, CA 90012	www.dot.ca.gov	Department of Transportation, District 7 - Office of Regional Planning	Transportation/Traffic	3-2, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10
Regional Agencies								
4	8/8/2018	Run Chen, Engineering Supervisor	17140 S. Avalon Blvd	Carson, CA 90746	www.westbasin.org	West Basin Municipal Water District	Utilities and Service Systems	4-2, 4-3
5	8/15/2018	Ping Chang, Acting Manager, Compliance and Performance Monitoring	900 Wilshire Blvd., Ste. 1700	Los Angeles, CA 90017	www.scag.ca.gov	Southern California Association of Governments	Transportation/Traffic	5-5, 5-6, 5-7, 5-8, 5-9, 5-10
6	8/15/2018	Run Chen, Engineering Supervisor	17140 S. Avalon Blvd	Carson, CA 90746	www.westbasin.org	West Basin Municipal Water District	Utilities and Service Systems	6-2, 6-3
7	8/15/2018	Daniel Garcia, Program Supervisor Planning, Rule Development & Area	21865 Copley Drive	Diamond Bar, CA 91765 - 4178	www.aqmd.gov	South Coast Air Quality Management District	Air Quality	7-2, 7-3, 7-4, 7-5, 7-6, 7-7
							GHG Emissions	7-2, 7-3, 7-4, 7-5, 7-6, 7-7
8	8/8/2018	Adriana Raza, Customer Service Specialist, Facilities Planning Department	1955 Workman Mill Road	Whittier, CA 90601 - 1400	www.lacsd.org	County Sanitation Districts of Los Angeles County	Utilities and Service Systems	8-2, 8-3
9	8/20/2018	Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau	1320 Noth Eastern Avenue	Los Angeles, CA 90063-3294	www.fire.lacounty.gov	County of Los Angeles Fire Department	Public Services	9-2, 9-3, 9-5, 9-10
							Transportation/Traffic	9-4, 9-5, 9-6, 9-7
							Utilities and Service Systems	9-8
Local Agencies								
10	8/15/2018	Jennifer S. Recine, Kasowitz Benson Torres LLP	1633 Broadway	New York, NY 10019	jrecine@kasowitz.com	Inglewood Unified School District	Air Quality	10-10, 10-12
							Land Use and Planning	10-2, 10-3, 10-4, 10-6, 10-8, 10-10
							Noise and Vibration	10-10, 10-11, 10-12
							Public Services	10-2, 10-3, 10-4, 10-5, 10-6, 10-7, 10-8, 10-9
							Transportation/Traffic	10-10, 10-12
Public Meeting Comments (written comment)								
PW-1	7/26/2018	Kathy Alston	6741 Springpark Ave, #5	Los Angeles, CA 90056	katlady80@gmail.com	General Public	Land Use and Planning	PW-1-2
							Transportation/Traffic	PW-1-2
PW-2	7/26/2018	Joan Beck	1600 Mathews Ave	Manhattan Beach, CA 90266	joanebeck@earthlink.net	General Public	Air Quality	PW-2-2
							Noise and Vibration	PW-2-1, PW-2-2, PW-2-3
PW-3	7/26/2018	T. Bunn	3635 W 110th St.	Inglewood, CA 90303	tbunn@cityofinglewood.org	General Public	Land Use and Planning	PW-3
PW-4	7/26/2018	Gerald Chernick	712 N. Harvard Blvd.	Los Angeles, CA 90029	seatthe@dslextrome.com	General Public, Monorail Society	not an environmental comment	
PW-5	7/26/2018	Daniel J. Coles	10241 S. 7th Ave	Inglewood, CA 90303	clesdavid1@gmail.com	General Public	Transportation/Traffic	PW-5-2
PW-6	7/26/2018	Randal Curtis	720 N. Eucalyptus Ave.	Inglewood, CA 90302	rmcurtisos@gmail.com	General Public	Land Use and Planning	PW-6-1
							Transportation/Traffic	PW-6-2, PW-6-3
PW-7	7/26/2018	William Harris	N/A	N/A	williamharris1@ca.rr.com	General Public	Land Use and Planning	PW-7
PW-8	7/26/2018	Wilma Kaufman	PO Box 60412	Los Angeles, CA 90060	kaufmaneln@aol.com	General Public	Transportation/Traffic	PW-8
PW-9	7/26/2018	Harriet Keyes	240 N Market St.	Inglewood, CA 90301	N/A	Advance America	Land Use and Planning	PW-9
							Transportation/Traffic	PW-9
PW-10	7/26/2018	Gary Kynard	4035 Cloverdale Ave.	Los Angeles, CA 90008	gkynard@hotmail.com	General Public	Transportation/Traffic	PW-10
PW-11	7/26/2018	Erica Nelson	240 N Market	Inglewood, CA 90301	ericadenisel6@gmail.com	General Public	Transportation/Traffic	PW-11
PW-12	7/26/2018	Diana Patterson	341 W Hillsdale St.	Inglewood, CA 90302	qiana@onymail.com	General Public	not an environmental comment	
PW-13	7/26/2018	Richard Purdy	509 W 64th Pl.	Inglewood, CA 90302	rtpurdy@sbcglobal.net	General Public	not an environmental comment	
PW-14	7/26/2018	Alma Quijas and Steven Aquino	930 E. Fairview Blvd.	Inglewood, CA 90302	almaquijas@gmail.com	General Public	Transportation/Traffic	PW-14

Comment Number	Date	Name	Address	City/State/Zip	Email/Website	Affiliation/Organization	EIR Topic Areas Addressed	Corresponding Comment Bracket Number
PW-15	7/26/2018	Owen Smith	2265 Market St.	Inglewood, CA 90301	owen@wanderingpictures.com	General Public	Transportation/Traffic	PW-15-2
PW-16	7/26/2018	Holly Tempo	1116 E 66th St.	Inglewood, CA 90302	tempostudid@sbcglobal.net	General Public	not an environmental comment	
PW-17	7/26/2018	no name	N/A	N/A	N/A	General Public	Transportation/Traffic	PW-17

ATTACHMENT 7

Revised NOP Proof of Publication

Clasificados!

Para anunciarse llame gratis
800-626-8332

Búsquenos también
clasificados.laopinion.com

Aviso Publicos/ Legales

Bienes Raíces

Avisos Legales Ficticious Name

FICTITIOUS BUSINESS NAME STATEMENT #2020131419
The following person is doing business as:

TERMOSALUD MV3
3802 Avalon Blvd. Unit B
Los Angeles, CA 90011

11254 Ringwood Avenue
Santa Fe Springs, CA 90670
(LA COUNTY)

Carina Mathamba
11254 Ringwood Avenue
Santa Fe Springs, CA 90670

Byron L. Sandoval
11254 Ringwood Avenue
Santa Fe Springs, CA 90670

This business is conducted by: **A Married Couple**
The registrant has commenced to transact business under the fictitious business names listed herein. ON 04/2015
SIGNED: Carina Mathamba (owner)
This statement was filed with the County Clerk of Los Angeles County on: **08/28/2020**
NOTICE: THIS FICTITIOUS NAME STATEMENT EXPIRES FIVE YEARS FROM DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (See section 14411 et seq., Business and Professions Code.
Pub: 09/15. 09/22, 09/29, 10/06/2020

Clasificados!



¿Necesitas un Abogado?

¡La Opinión lo tiene!

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CIUDAD DE INGLEWOOD
DEPARTAMENTO DE DESARROLLO ECONÓMICO Y COMUNITARIO
División de Planificación

10 de septiembre de 2020
AVISO DE PREPARACIÓN REVISADO Y ESTUDIO INICIAL REVISADO

NOMBRE DEL PROYECTO: Proyecto Conector de Tránsito de Inglewood

RECIRCULACIÓN: El Proyecto Conector de Tránsito de Inglewood (Proyecto propuesto) es una línea de transporte masivo de APM propuesta que conecta a la Ciudad de Inglewood con la región del sur de California. El Proyecto propuesto incluirá un carril guía de tránsito de 1.6 millas revisado, tres estaciones, trenes de APM, e instalaciones de apoyo que incluyen una instalación de almacenamiento de mantenimiento (MSF, por sus siglas en inglés) y dos subestaciones eléctricas de tracción (TPSS). La Ciudad de Inglewood (Ciudad o Inglewood) como la Agencia Líder preparó un Estudio Inicial (IS Original) que fue publicado en julio de 2018 (SCH 2018071034). El IS Original determinó que un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) sería preparado de conformidad con CEQA para evaluar los impactos potencialmente significativos que pueden resultar del Proyecto propuesto. Un Aviso de Preparación (NOP Original) fue circulado y se recibieron comentarios del público y las agencias después de un periodo de comentarios de 30 días que finalizó el 15 de agosto de 2018.

Como resultado de los comentarios recibidos y perfeccionamientos y modificaciones al Proyecto propuesto identificado en el NOP Original y el IS Original, este NOP e IS Originales están siendo recirculados. Posteriormente a la circulación del IS Original, la Oficina de Planificación e Investigación del Estado de California (OPR, por sus siglas en inglés) actualizó y revisó los límites en el Apéndice G de las Directrices de CEQ Estatales. El IS Revisado se ha actualizado para abordar la lista de verificación del Apéndice G actualizado que está vigente desde el 28 de diciembre de 2018.

UBICACIÓN DEL PROYECTO REVISADO: El Proyecto propuesto incluye mejoras de tránsito que serían construidas en la Ciudad de Inglewood a lo largo de la misma ruta y alineación como puede verse en el NOP Original y el IS Original. La alineación APM propuesta ha sido modificada ligeramente de una alineación aproximada de 1.8 millas de largo con 5 estaciones para una alineación de aproximadamente 1.6 millas de largo con 3 estaciones. Las alineaciones APM revisadas siguen la misma ruta que la alineación original desde Market Street y Florence Avenue a Manchester Boulevard hasta Prairie Avenue que termina en la intersección de Prairie Avenue y Hardy Street.

FECHA LÍMITE PARA COMENTARIOS PÚBLICOS: 12 de octubre de 2020 antes del cierre de actividades Por medio de la presente se notifica que la Ciudad prepara un EIR para el Proyecto propuesto según lo revisado y descrito en el NOP Revisado y el IS Revisado. El EIR que será preparado por la Ciudad evaluará los posibles efectos ambientales significativos del Proyecto propuesto. La Ciudad está solicitando comentarios relacionados al Proyecto propuesto revisado.

Una copia del Estudio Inicial Revisado para el Proyecto propuesto está disponible para su revisión en el sitio web de la Ciudad de Inglewood en: www.cityofinglewood.org y en las ubicaciones enumeradas a continuación:

- Inglewood City Hall, Lobby Primer Piso, One W. Manchester Blvd., Inglewood, CA 90301

DESCRIPCIÓN DEL PROYECTO: La Ciudad propone construir un APM de 1.6 millas e infraestructura de apoyo que iría desde la intersección de Market Street y Florence Avenue adyacente a la Línea de Metro Crenshaw/LAX en el Centro de Inglewood, hacia el sur por Market Street, luego hacia el este sobre Manchester Boulevard, girando al sur en Prairie Avenue hasta su intersección con Hardy Street. El sistema APM brindaría servicio desde el Centro de Inglewood a el Forum, Distrito de Deportes y Entretenimiento de Los Ángeles (LASED, por sus siglas en inglés), y el Centro de Básquetbol y Entretenimiento de Inglewood (IBEC, por sus siglas en inglés) propuesto. El Proyecto propuesto sería ubicado mayormente dentro del derecho de paso público e incluiría infraestructura de apoyo y parcelas adyacentes.

Todos los comentarios serán considerados en la preparación del EIR. Los comentarios por escrito deben ser enviados por correo electrónico a https://www.cityofinglewood.org/1016/Environmental-Documents o enviarse a la siguiente dirección de correo en Ciudad de Inglewood, División de Planificación, One W. Manchester Boulevard 4° Piso, Inglewood, CA 90301 antes del 12 de octubre de 2020.

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Phone: (818) 408-5554 / Fax: (818) 362-5737

Pre-Bid Conference: Due to the COVID-19 Pandemic we have been unable to schedule any in-person outreach events or one-on-one meetings however meetings via video conference or telephone can be scheduled upon request.

Bids are due on Tuesday September 22, 2020
Address bids to: Tutor Perini Corporation,
15901 Olden Street, Sylmar, CA 91342
Attention: Tim Sarre or Jerry Brown

Project Goals include: 15% SBE and 3% DVBE

TPC, in its sole and absolute discretion, may reject any and all bids, or accept a bid or combination of bids, if any in its sole and absolute judgement will under all circumstances best serve the project's interest. In the event that the successful Bidder fails to execute the Contract, TPC reserves the option to accept the bid of the next lowest/qualified Bidder within ten (10) calendar days from such default.

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September 16, 2020

I certify (or declare) under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated at El Segundo, California
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Inglewood Transit Connector Project

LEGAL NOTICE

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

September 10, 2020
REVISED NOTICE OF PREPARATION
AND REVISED INITIAL STUDY

PROJECT NAME: Inglewood Transit Connector Project

RECIRCULATION: The Inglewood Transit Connector Project (proposed Project) is a proposed APM mass-transit line connecting the City of Inglewood to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City of Inglewood (City or Inglewood) as the Lead Agency prepared an Initial Study (Original IS) which was published in July 2018 (SCH 2018071034). The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the proposed Project. A Notice of Preparation (Original NOP) was circulated, and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQ Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

REVISED PROJECT LOCATION: The proposed Project includes transit improvements that would be constructed in the City of Inglewood along the same route and alignment as noted in the Original NOP and Original IS. The proposed APM alignment has been modified slightly from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised APM alignment follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business
Notice is hereby given that the City will prepare an EIR for the proposed Project as revised and described in this Revised NOP and the Revised IS. The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed Project. The City is requesting comments related to the proposed Project as revised.

A copy of the Revised Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: www.cityofinglewood.org and at the locations listed below:

- Inglewood City Hall, First Floor Lobby, One W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION: The City proposes to construct a 1.6-mile APM and supporting infrastructure that would run from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. The APM system would provide service from Downtown Inglewood to the Forum, the Los Angeles Sports and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would be located mostly within the public right-of-way and would include supporting infrastructure on adjacent parcels.

All comments will be considered in the preparation of the EIR. Written comments must be submitted through email at https://www.cityof-inglewood.org/1016/Environmental-Documents or sent to the following address through mail at City of Inglewood, Planning Division, One W. Manchester Boulevard 4th Floor, Inglewood, CA 90301 by October 12, 2020.

One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301
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Published in the Los Angeles Times on: September 16, 2020



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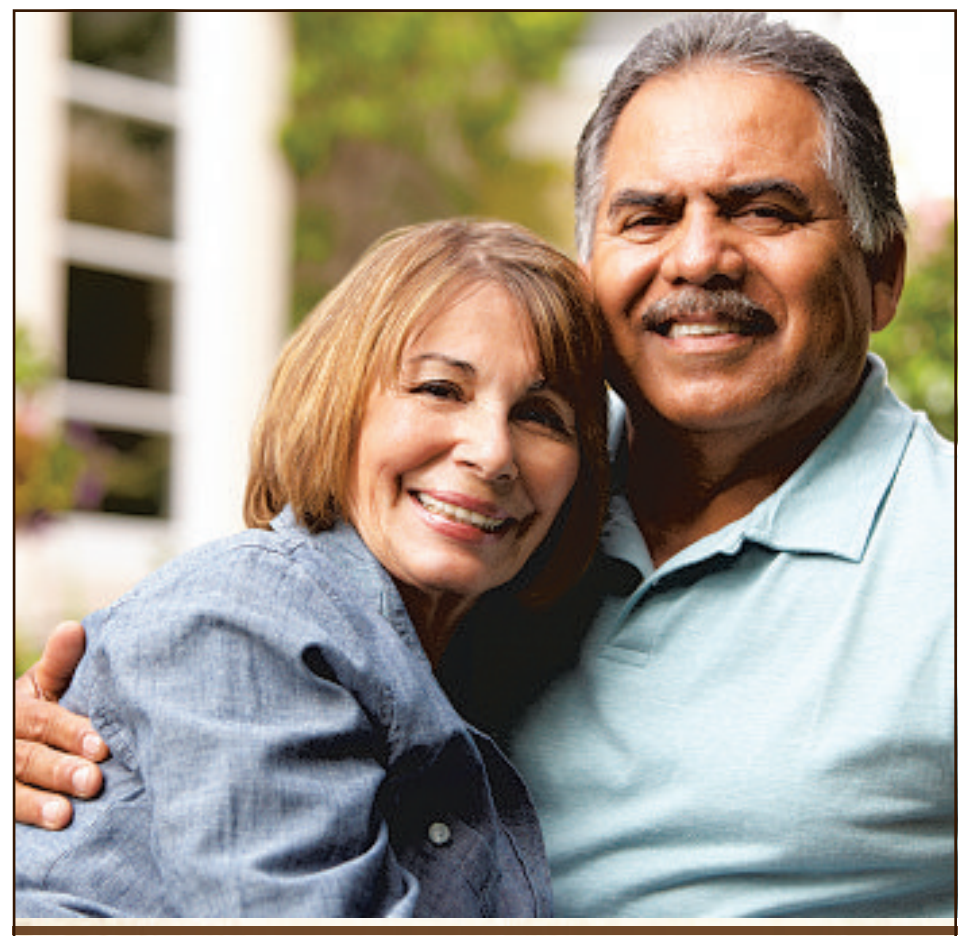
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CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

September 10, 2020
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"Local family aims to grow online beauty store" See Page 6



LET US IN---Chargers fans assemble outside SoFi Stadium on Sept. 20 for the team home opener against the Chiefs just hoping they were inside. However due to COVID-19 restrictions no spectators are allowed into the stadium during the pandemic. The Chargers lost a thriller in overtime 23-20. The Chargers host the Panthers on Sept 27 and these fans will cheer from the outside. (Kenneth Miller/Photo)

Inglewood Today & The Serving Spoon Teams-up



It News Wire

Inglewood Today and The Serving Spoon, the iconic Urban Eatery that has served Presidents Barack Obama and Bill Clinton in addition to a legion of other celebrities and community patrons, are teaming up to sponsor breakfast or lunch for a family of four each month.

The program, sponsored by The Serving Spoon in conjunction with Inglewood Today, will begin with the family in October and continue each month.

Interested families are required to send a 300 word essay to kmiller@inglewoodtoday explaining how they have been impacted by COVID-19 and or racism. The chose family will be contacted and presented with a gift for the family of four to eat at The Serving Spoon.

"This is just another measure of the philanthropy of JC Johnson and his lovely wife Angela demonstrating how much they care for others. I am elated that our readers can share their story with us and then enjoy a wholesome family meal," said Inglewood Today Publisher Kenneth Miller.

SoFi Stadium to Host Vote Center

Center to open Friday, Oct. 30 – Tuesday, Nov. 3

For More Information or to Register to Vote, Visit lavote.net

Inglewood Today News

To commemorate National Voter Registration Day, SoFi Stadium and Hollywood Park, Los Angeles Chargers and Los Angeles Rams today announced that a Vote Center location will be established on the grounds of SoFi Stadium in Inglewood, CA. The announcement was made jointly with the Los Angeles County Registrar-Recorder/County Clerk and the California Secretary of State'

SoFi Stadium and Hollywood Park's Vote Center will be located adjacent to the stadium and open for a day period from Friday, October 30 – Monday, November 2 from 10 a.m. to 7 p.m. and on Tuesday, November 3 from 7 a.m. to 8 p.m. All LA County registered voters are eligible to vote at SoFi Stadium and Hollywood Park's Vote Center.

"This is a touchdown for democracy! Partnering with SoFi Stadium and Hollywood Park, the Los Angeles Chargers, and the Los Angeles Rams to host a vote center in such a large, visible location demonstrates the spirit of community and a shared commitment to make sure all voters have access to cast a ballot in 2020," said Dean C. Logan, Registrar-Recorder/County Clerk Los Angeles County.

The deadline to register to vote is Monday, October 19. For more information or to register, visit www.lavote.net.

"We are proud to work with the Los Angeles Chargers, Los Angeles Rams and the Los Angeles County Registrar-Recorder/County Clerk to turn SoFi Stadium and Hollywood Park into a Vote Center," said Jason Gannon, managing director, SoFi Stadium and Hollywood Park. "Our goal is to help expand polling access for our local

Continued on page 3

COMMENTARY: Justice Ginsburg's Death Could Prove Fatal to American Democracy

By Stacy M. Brown, NNPA Newswire Senior National Correspondent

Ruth Bader Ginsburg –
known as The Notorious R.B.G. (after the famous moniker of the late hip-hop star, The Notorious B.I.G.) – held on as long as she could while battling metastatic pancreatic cancer.

At 87, the popular Supreme Court Justice had battled cancer and several other maladies, for some time. Just days before her death, as her strength waned, Ginsburg dictated this statement to her granddaughter Clara Spera: "My most fervent wish is that I will not be replaced until a new president is installed."

Echoing the sentiments of many, both inside and outside of the political spectrum acclaimed novelist Terry McMillan stated, "I was praying she could hold on."

The author and many others realized that, in sphere of today's of American politics, where one of the two dominant parties is essentially wholly controlled by President Donald Trump and the hard-hearted Sen. Majority Leader Mitch McConnell, if they choose to ignore the Justice's dying wishes, the Republicans, who control the Senate, have the votes to quickly Ginsburg's replacement.

This is the case even as the president – and possibly McConnell – head toward lame-duck status.

In spite of the an result from the impending process and it's connectivity to an election that will occur in less than 45 days, the life and achievements of Ruth Bader Ginsburg are to be celebrated. America's loss of one of its notable and most courageous jurists is palpable.

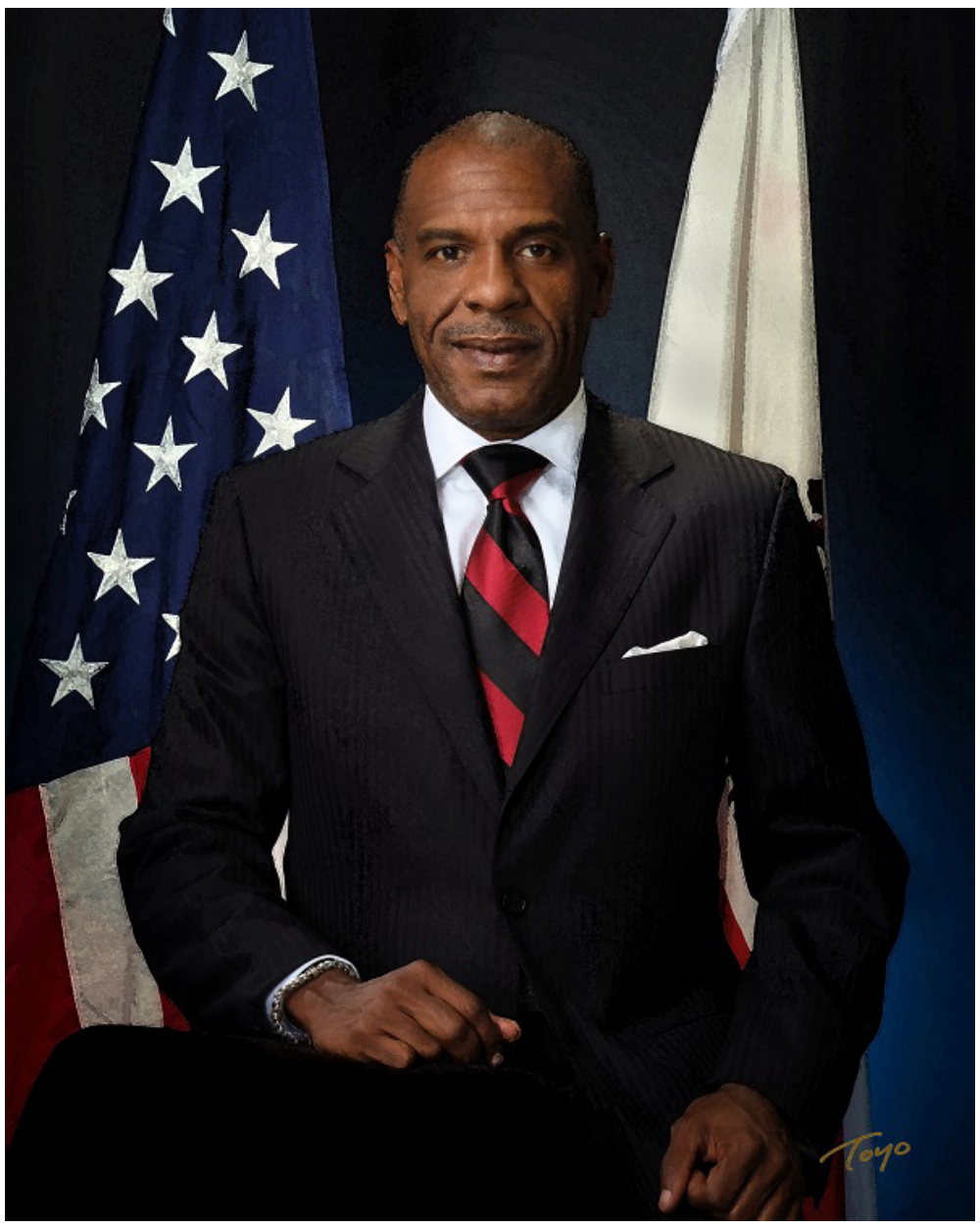
"We have lost a champion of justice,

Continued on page 2

Bradford Act Delivers Nearly $1 million to Nonprofits

IT News Wire

SACRAMENTO – California Department of Business Oversight (DBO) announced the inaugural award of nearly $1 million in CalMoneySmart grants to 12 organizations throughout California. The $4 million CalMoneySmart grant program was created by SB 455 (Chapter 478, Statutes of 2019), authored by Senator Steven Bradford (D-Gardena). This bill established the California Financial Empowerment Fund (FEF) to provide low- and moderate-income Californians with greater access to tools and education they can use to improve



The $4 million CalMoneySmart grant program was created by SB 455 (Chapter 478, Statutes of 2019), authored by Senator Steven Bradford (D-Gardena).

"COVID-19 has made it even more important that we be creative in delivering services to those lacking access to them," said Senator Bradford. "I authored SB 455 last year to help provide people with access to the types of resources they need to protect themselves. I am thrilled to see those dollars going to organizations that will carry on that mission and look forward to seeing the next round of funding awarded next year."

According to the most recent Federal Deposit Insurance Corporation (FDIC) Survey of Unbanked and Underbanked Households, approximately 7% of California households are unbanked, and another 18% are underbanked. The FDIC "unbanked" individuals as someone without a checking or savings account, and "underbanked" individuals as those with checking or savings accounts but who also use nonbank services. Although two-thirds of California's households are fully banked, only half of households save for unexpected expenses or emergencies, and many of those who save still lack the money necessary to cover a $400 emergency expense.

The funds directed toward organizations are awarded by DBO through a competitive application process that drew 95 applicants in the program's year. Grants are awarded in amounts of up to $100,000 to organizations that education, coaching, products, and/or services to unbanked and underbanked individuals free of charge. The 12 grantees for 2020 serve communities across 17 counties and include, Juma Ventures, JVS SoCal, Mission Asset Fund, Dreams for Change, the Coalition for Humane Immigrant Rights, Peninsula Family Services, Folsom Cordove Community Parnetship, the Delhi Center, Housing and Economic Rights Advocates, Children's Network of Solano County, and El Sol of San Bernadino.

The next CalMoneySmart application period, for year 2021-22, will be open in January.

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Continued from page 1: COMMENTARY...

an icon and patriot, a woman who lived the concept of building a more perfect union," D.C. Mayor Muriel Bowser

"Justice Ruth Bader Ginsburg fought for us until the very end, and it is that spirit – that we were fortunate as a nation to from time and time again – that made us love, respect, and admire her. We are heartbroken."

Hillary Shelton, the Chief Lobbyist of the NAACP, called Ginsburg's death a sad day for America. "We are losing a real champion for Civil Rights, Voting Rights, Women's Rights and Human Rights on our Supreme Court," Shelton posited.

Shelton honored Ginsburg for breaking through many barriers to the full participation of all Americans and demanded that Republicans wait until after the election to a successor.

"It is our hope that whoever her position would have her same values. We also urge that the president withhold the nomination to that position until after the election," Shelton exclaimed.

"It was Mitch McConnel who insisted not to allow President Obama to a position in his last year in We urge that there not be a nomination or consideration by the U.S. Senate until after the November election."

Through her cancer, Ruth Bader Ginsburg fought to the end with unwavering faith in our democracy and its ideals, and that's how she'll be remembered, Obama expressed in a written statement. "But she also left instructions for how she wanted her legacy to be honored," the popular former president observed.

Obama recalled when Republicans refused to hold a hearing or an up-or-down vote on his Supreme Court nominee, Merrick Garland, and they invented the principle that the Senate shouldn't an open seat on the Supreme Court before a new president was sworn in.

"A basic principle of the law – and of everyday fairness – is that we apply rules with consistency, and not based on what's convenient or advantageous in the moment," Obama demanded.

"The rule of law, the legitimacy of our courts, the fundamental workings of our democracy all depend on that basic principle. As votes are already being cast in this election, Republican Senators are now called to apply that standard.

"The questions before the Court now and in the coming years – with decisions that will determine whether or not our economy is fair, our society is just, women are treated equally, our planet survives, and our democracy endures – are too consequential to future generations for courts to be through anything less than an unimpeachable process."

Sixty years ago, the Brooklyn born Ginsburg applied to be a Supreme Court clerk. She'd studied at two of the country's law schools and had ringing recommendations. But because she was a woman, she was rejected, Obama recalled.

Ten years later, she sent her brief to the Supreme Court – which led it to strike down a state law based on gender discrimination for the time. And then, for nearly three decades, as the second woman ever to sit on the highest court in the land, she proved a warrior for gender equality – someone who believed that equal justice under the law only had meaning if it applied to every single American.

"Over a long career on both sides of the bench – as a relentless litigator and an incisive jurist – Justice Ginsburg helped us see that discrimination on the basis of sex isn't about an abstract ideal of equality; that it doesn't only harm women; that it has real consequences for all of us. It's about who we are – and who we can be," Obama remarked, noting that Ginsburg inspired the generations who followed her.

Justice Ginsberg always voiced strong and principled demands for justice and equality for all, and she was a lifelong champion of women's and civil rights, declared Marcela Howell, the founder, and president of "In Our Own Voice: National Black Women's Reproductive Justice Agenda."

"We are putting the U.S. Senate on notice; we demand that no nominee be voted on until a new president is elected. We will take to the streets in protest if McConnell and his cohorts do not abide by their own precedent," Howell avowed.

"We promise to continue Ruth Bader Ginsburg's for freedom. As we mourn, we will honor her life and legacy by hard to demand a worthy successor. And we will even harder to ensure that all votes are counted on Election Day."

EYE ON THE CITY


GEORGE DOTSON


ALEX PADILLA


JAMES BUTTS


ELOY MORALES


RALPH FRANKLIN

AROUND THE CITY

Voter Registration Critical for Communities of Color

IT News Wire

2020 Voter Registration coverage must include the voices and perspectives of communities of color, informed by data and practical GOTV information, the following are resources and story threads to be used to increase awareness of Voter Registration in LA County.

Communities of color comprise over 60% of Los Angeles County's 10 million residents, and Latinos are the fastest-growing group in the County and the state. With over 15 million Latino residents in California and nearly 5 million in Los Angeles County alone, Latinos are projected to have a tremendous impact on the November 3rd election. However, nearly 58% of unregistered eligible voters in California are Latino, compared to 22% being white, 15% Asian Americans, and 3% African Americans. Across the country, voter suppression tactics and intentional barriers have been increasingly threatening to communities of color, in Los Angeles the registrar and community based organizations have been working to combat misinformation and increase voter turnout.

According to the July 3rd report from the of the Secretary of State, Alex Padilla, over a half million eligible voters in LA County have not yet registered to vote. The November 3, 2020 election is not only a crucial presidential election with the potential to reshape the U.S. Supreme Court and other federal courts, but includes all local candidates and dozens of critical ballot measures that will impact our communities. With so much at stake, it is urgent that all eligible voters register and cast their ballot in this important election.

Given the importance of this election, and the largely negative role many social media platforms played in the 2016 election, some social media platforms have stepped up their civic engagement The popular social media platforms Instagram, Facebook, and Snapchat have made it easy to register to vote online. Snapchat is popular with people under the age of 30 which could mean that primarily young people are likely to register to vote in the coming weeks. Facebook began pinning voter information at the top of users' news feeds in July to register 4 million eligible voters this year between Facebook, Instagram, and Messenger.

Naomi Gleit, VP Product and Social Impact at Facebook wrote about their Voting Information Center which launched in August:

"People can access the Voting Information Center directly from the menu on Facebook and Instagram. They can use it to check if they're registered to vote – and if they're not, easily register through a link that takes them directly to their state website or our nonpartisan partner. They can see if their state has expanded vote-by-mail options and request absentee or mail-in ballots from their state if it's available. And we'll help people know if a deadline is approaching so they don't miss it."

The Voting Information Resource boasts an array of resources, such as registering online to vote, accessing the information on voting by mail, checking registration status, and applying to serve as a poll worker. They also easily link to the Secretary of State's and the myriad of resources in languages, including Spanish, Chinese, Korean, and Japanese.

Continued from page 1: SoFi Stadium...

community and the greater Los Angeles region, providing Angelenos with more locations and greater ease of access to exercise their right to vote."

SoFi Stadium and Hollywood Park released the following guidelines for anyone wishing to vote at this Vote Center.

To access the Vote Center:

·The address is 1000 S. Prairie Avenue, Inglewood, CA 90301

·Voters will enter Prairie and Arbor Vitae and make a right onto District Drive

·Parking is available in Lot N, with ADA parking in Lot adjacent to construction trailers

·The Vote Center will be in the NFL Trailer

SoFi Stadium's Vote Center will follow State and County public health and safety guidelines:

·All election workers at the Vote Center will wear facial coverings, gloves, and wipe down surfaces and devices on a regular basis

· Voting stations will be wiped down after each voter

·Voters who vote in-person will be required to wear a facial covering, and if needed, facial coverings and gloves will be provided

·Vote Center will practice social distancing

· Vote Center will be cleaned and sanitized nightly

·LA County residents who are not registered to vote, can go to the Vote Center to register to vote and cast a ballot via a conditional voter registration .

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SIGN UP AT WWW.INGLEWOODTODAY.COM
OR SCAN THIS CODE

PUBLIC NOTICE

Fictitious Business Name Statement
File No. 2020140256
The Following Person Is Doing Business As:

LAX Automotive, 1030 W. Manchester Blvd., Inglewood, CA 90301
LAX Auto Group, 9898 Trask Ave., Garden Grove, CA 92844

Registered Owner: LAX Auto Center LLC, 1030 W. Manchester Blvd., Inglewood, CA 90301

This business is conducted by a company. The registrant commenced to transact business under the fictitious business listed above on September 16, 2020

I (We) declare that all information in this statement is true and correct.
(A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
LAX Auto Center LLC, Owner

This statement was filed with the County Clerk on September 16, 2020.

NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to section 17913 other than a change in the residence address of a registered owner. A New Fictitious Business Name Statement must be filed before the expiration.

The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under Federal, State or common law (See Section 14411 et.seq., Business and Professions Code.)

Original
September 24; October 1, 8, 15, 20200
IT0042230120020138 Inglewood Today

Fictitious Business Name Statement
File No. 2020124126
The Following Person Is Doing Business As:

ASK4IT; ASK4IT Sports Accessories; ASK4IT Accessories; ASK4IT Enterprises; ASK4IT Investments; ASK4IT Math Services; ASK4IT Sports
109 N. Hillcrest Blvd., Inglewood, CA 90301 – PO Box 90096, Los Angeles, CA 90009

Registered Owner: Ariana Kirk, 109 N. Hillcrest Blvd., Inglewood, CA 90301

This business is conducted by a company. The registrant commenced to transact business under the fictitious business listed above on August 17, 2020

I (We) declare that all information in this statement is true and correct.
(A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
Ariana Kirk, Owner

This statement was filed with the County Clerk on August 17, 2020.

NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to section 17913 other than a change in the residence address of a registered owner. A New Fictitious Business Name Statement must be filed before the expiration.

The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under Federal, State or common law (See Section 14411 et.seq., Business and Professions Code.)

Original
September 17, 24; October 1, 8, 20200
IT0042230120020137 Inglewood Today

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

September 10, 2020
REVISED NOTICE OF PREPARATION
AND REVISED INITIAL STUDY

PROJECT NAME: Inglewood Transit Connector Project

RECIRCULATION: The Inglewood Transit Connector Project (proposed Project) is a proposed APM mass-transit line connecting the City of Inglewood to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City of Inglewood (City or Inglewood) as the Lead Agency prepared an Initial Study (Original IS) which was published in July 2018 (SCH 2018071034). The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the proposed Project. A Notice of Preparation (Original NOP) was circulated, and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQ Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

REVISED PROJECT LOCATION: The proposed Project includes transit improvements that would be constructed in the City of Inglewood along the same route and alignment as noted in the Original NOP and Original IS. The proposed APM alignment has been modified slightly from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised APM alignment follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business
Notice is hereby given that the City will prepare an EIR for the proposed Project as revised and described in this Revised NOP and the Revised IS. The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed Project. The City is requesting comments related to the proposed Project as revised.

A copy of the Revised Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: www.cityofinglewood.org and at the locations listed below:

- Inglewood City Hall, First Floor Lobby, One W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION: The City proposes to construct a 1.6-mile APM and supporting infrastructure that would run from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. The APM system would provide service from Downtown Inglewood to the Forum, the Los Angeles Sports and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would be located mostly within the public right-of-way and would include supporting infrastructure on adjacent parcels.

All comments will be considered in the preparation of the EIR. Written comments must be submitted through email at https://www.cityofinglewood.org/1016/Environmental-Documents or sent to the following address through mail at City of Inglewood, Planning Division, One W. Manchester Boulevard 4th Floor, Inglewood, CA 90301 by October 12, 2020.

One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301
Website: www.cityofinglewood.org / Office: (310) 412-5230 / Fax: (310) 412-5681



Serving Ladera, Hawthorne, Westchester, Lawndale, Gardena, Carson

Local Army Veteran Demetrius Mallory Succumbs


Demetrius (Meechie) S. Mallory

Inglewood Today News

Army veteran, longtime trucker and adoring community member Demetrius (Meechie) S. Mallory has died of cancer. He was 61.

Mallory was born on January 19, 1959 in Oklahoma City, Oklahoma, but was raised in Los Angeles after his family moved in 1960. He attended Washington High School.

In addition to his duty in the United States Reserved Armed Forces, Mallory held the position of Loss and Prevention at May Company, Truck Driver, served as a Real-Estate Broker and was also a small business owner.

Mallory was fourth oldest of 14 children born to Joyce and Herbert Mallory who along with a sister Sheiva L. Mallory preceded him in death.

An avid story teller and generous man, he was respected in the community as a caring man and committed family member.

"WORDS CAN'T EXPRESS MY ENDURING LOVE FOR YOU. MR BROTHER LOST HIS BITTER BATTLE WITH CANCER AND IM MESSED UP. MY LIFE WILL NEVER BE THE SAME FROM TALKING AND JOKING EVERYDAY OR READING A POST OF YOU NOT BEING HERE. YOUR BAGS WAS PACKED AND I ASKED, "WHERE YOU GOING BRO?" AND YOU ANSWERED, "IM TAKING A TRIP". I ASKED WHERE AND YOU SAID HOME. I THOUGHT IT WAS JUST UP THE STREET BUT WHEN I HEARD

Continued on page 8

Weeks Before Early Voting in California

Young Activists Target Black and Brown Millennials, Generation Z-ers

Quinci LeGardye | California Black Media

Early voting in California will begin Monday, October 5. Registered voters will be able to either mail in or drop their ballots from that day until the day before Election Day, Monday, Nov. 2.

In a deeply divided American electorate, both Democrats and Republicans have been pushing to motivate their respective party bases to get out and vote. And in an election year when a few votes in a handful of swing states will likely determine who will win the U.S. presidency, poll watchers are predicting that young people could be the deciding vote in several places.

"Don't let anyone keep you from exercising your sacred vote. Make your plan to vote. Grab your vote and head to the polls the day they are open," said California Attorney General Xavier Becerra, calling out young people in his speech at the Democratic National Convention in August.

Across California, young voters are speaking out about the issues that concern them this election, and decisions that will their future. On Sept. 11, Power California, a civic engagement organization that encourages young people of color to participate in government, hosted their "Fight For Our Future Campaign Kick-

Young activists from all corners of California spoke about issues coming up in the November election to launch he campaign, which aims to reach more than 150,000 California voters between the ages of 18 and 35 through virtual phone banking and texting.

Annie Gonzalez, the actress known for her role as Lidia Solis on s comedy-drama series hosted the virtual event. She addressed the struggles that young people of color are facing in the lead up to the election.

According to Power California's 2020 Youth Poll, 46 % of young people surveyed had buying food, household supplies or medicine during the COVID-19 pandemic, and 67 % said their state government is not doing enough to address the impact of COVID-19.

"Young people of color have been hit hard by these crises, and their needs and futures must be centered in this election, and always during the recovery, from young essential workers risking everything to take care of us to college students unsure about their future to everyday young people struggling to

Kendrick Sampson, activist and actor known for his role as Nathan Campbell on HBO's popular comedy-drama series "Insecure," addressed the young people watching the event as well. He stressed the importance of activism and participation.

"I'm inspired by all the young people. It's what keeps me going and motivated, because y'all are leading the movement across the country. Young people like yourselves are rising up and fueling movements for justice, from Black Lives Matter and calls to defund the police to climate change and immigrant rights. You are the leaders and the moral compass of our nation in every major movement for justice that has been true in our past, and it is still true today."

Tyler Okeke, a 19-year-old organizer with Power California, asked young people to sign a letter asking Gov. Newsom to endorse Proposition 15. The ballot measure would require commercial and industrial properties to be taxed at their market value. According to Ballotpedia, 40 % of the revenue generated will fund school districts and community colleges.

"It will require decisive action from our elected leaders, especially leaders like Governor Newsom," he said. "We need leaders who will put people over corporations and take steps to meet California's most essential human needs while recognizing that young people are the central force of this future that we want for this state."

Ixchel Arista, a 15-year-old youth organizer with Oakland Kids First, advocated for Measure QQ, a ballot initiative in Oakland which will allow 16 and 17-year-olds to vote in school board elections.

"Students feel the most impact as we spend most of our lives at school, yet have no say in decisions being made for our education. We need to be able to decide who is making these impactful decisions," said Arista.

Te'Ausha Garcia, a civic engagement organizer with Californians for Justice in Fresno, said, "It's important that we for the solutions that we need, because who else will for us? We have to be willing to stand up and for what we want. Otherwise the change we desperately need will not be showcased. We must stand up for our rights and really name what it is that we need."

"We must continue to for our right to the future that we deserve. The right to have our most basic human needs met: Clean and fresh air and water, housing, healthcare and education. The right to be free and to live with dignity and without discrimination, the right to determine the future of our democracy and our economy, and we will not stop until we secure these rights. We will not stop until we secure these rights," said Eugene Vang, a 19-year-old activist from Merced, who organizes with 99 Routes and Power California.

Groups for and Against Prop 22 Take Aim Point Messages to Black Voters as Election Day Nears

Quinci LeGardye | California Black Media

With less than two months left before Election Day, campaigns both defending and opposing Proposition 22 — the ballot initiative that aims to keep gig company drivers cla as independent contractors — are revving up their to reach out to Black voters.

Earlier this month, Uber, Lyft, DoorDash and Instacart pumped another $70 million into their campaign to pass Prop 22. The total funds those app-based companies and others have spent on the Yes on Prop 22 public information is now $181 million, making it one of the most expensive California initiative information campaigns ever.

The opposition, made up of mostly labor organizing groups, has raised about $4.8 million so far, with funding coming mostly from labor organizing groups.

On Sept 3, the Yes on 22 campaign hosted a press conference for ethnic communities in the state. At the event, community leaders spoke up about why they support the ballot initiative. They emphasized that gig companies provide an easy stream of income for their drivers, and that Prop 22 would keep those jobs in California — and in Black and Brown communities in particular.

"Driving has been a source of relief for these people. It's easy to sign up, start driving and earning right away, without a lot of the normal barriers that block Black and Latino Americans from working," said Dr. Tecoy Porter Sr., President of the National Action Network Sacramento Chapter.

Jay King, President and CEO of California Black Chamber of Commerce, said the Black community can not massive job losses in the wake of the pandemic.

Continued on page 8



Sports & Entertainment

The time is right to go forward with Justin Herbert


JUSTIN HERBERT (Photo/Ty Nowell/Los Angeles Chargers)

By Kenneth Miller, Publisher

Mere moments before the Chargers made their SoFi Stadium debut against the Super Bowl champion Kansas City Chiefs, the team plugged in No. 6 draft pick and rookie quarterback Justin Herbert as the starter over incumbent Tyrod Taylor.

Rumors swirled rampant as the gunslinger from Oregon led the Bolts to two touchdown drives and fueled a 14-6 Chargers lead into the third quarter, but they eventually lost 23-20 in overtime.

Taylor reportedly a chest injury during warm-ups. Sure and the UFOs was responsible for the bullet that killed John F. Kennedy.

"I found out right after the coin toss to be honest with you and so [QB Justin Herbert], he had to go in and play and it might have been good that he had to go in and play, I had been thinking about it all night. [Tyrod's injury] was something that developed late and kind of caught us all but it is what is," said head coach Anthony Lynn. "I don't know right now, as soon as I leave here - he was at the hospital, I don't know if he is still at the hospital or not,

I don't [have an idea on what caused the injury]. I am telling you I didn't out anything until right after the coin toss. "

I do not doubt that all of that is true, but it turns out to be a blessing in disguise.

Laughably Lynn referred to Herbert as his back after a brilliant performance against the world champs.

"He is our backup quarterback so whatever we put in for Tyrod, we felt he could do the same thing. He understood, but he didn't get the same reps that Tyrod got, especially down in the red zone. So, some of those play calls got a little bit tricky down there with him, but it's all part of the experience there for him. I thought he handled it well, to be honest with you. A couple of throws I know he would like to have back but that's just the way it was. I thought he handled the situation well, but we lost the game last time I checked, so those grades are not too high right now."

Regardless of whether Taylor an injury during warm-up or perhaps in practice, his lackluster performance during week one in Cincinnati did not boost any in his ability to win games with this team.

He has never possessed the tools that would make him a game changer, instead more of player that will not lose a game for you, but probably can't win one for you either.

The dilemma that coach Lynn had was to sit Herbert for the season and allow for his NFL adjustment or to simply play him and be willing to live with the growing pains.

With a team moving into a new stadium during COVID-19 pandemic, Taylor's nod relieved any pressure on Herbert to replace the legendary Philip Rivers although retrospectively that is precisely why he was drafted.

Herbert replaced Taylor instead, a name that few barely knew and most care to forget.

No one remembers Taylor in Cleveland, except that he played too many games in front of Baker

It was an injury that led to the transition in Clevelandand it will be just a matter of time before Herbert takes over the helm. His debut at home in an empty stadium against the best team in the league served ample notice that he can handle it.

Taylor's one-year salary is $5 million, while Herbert is fully guaranteed $26 million over four seasons.

Which car do you drive the used Dodge Datsun or the fresh Mercedes Benz?

One could have only hoped better for Taylor and perhaps he does start another game this season for the Chargers.

"If Tyrod is 100 percent, he's our quarterback," Lynn said.

The reality is he's good guy to have in your locker room. He is real high character man that you can always rely on.

And you can also bet on him getting hurt, whether he right now or not, he is more likely to get injured than he is to help advance your team to any meaningful victories throughout the season.

As for next week when the Chargers host the Carolina Panthers?

"I am going to wait and check on my starting Quarterback right now and see how he is doing."

AL righty coach!

The Rams are rolling can they keep it up?

11-5 week two in Pigskins Pickem

By Kenneth Miller, Publisher

The Rams are absolutely killing it, after a 37-19 shellacking of the

Eagles in week 2, Jared has appeared to regain his golden touch and the high octane of the Super Bowl run is back.

Former Serra High star Robert Woods just received a nice extension deservedly so and he has proven to be the key to the Rams as

It's not just his ability to catch and run after the catch, but he is arguably the best blocking receiver in football.

Last week I went an impressive 11-5, so lets cash in again in week 3.

Jacksonville Jaguars 24 Miami Dolphins 14

New England Patriots 31 Las Vegas Raiders 27

Los Angeles Rams 28 Bills 21

Houston Texans 24 Pittsburgh Steelers 21

San Francisco 49ers 28 New York Giants 14

Minnesota Vikings 31 Tennessee Titans 24

Washington Football Team 24 Cleveland Browns 21

Philadelphia Eagles 41 Cincinnati Bengals 22

Atlanta Falcons 38 Chicago Bears 24

New York Jets 24 Indianapolis Colts 17

Los Angeles Chargers 24 Carolina Panthers 17

Arizona Cardinals 28 Detroit Lions 24

Tampa Bay Buccaneers 28 Denver Broncos 20

Dallas Cowboys 31 Seattle Seahawks 30

Green Bay Packers 41 New Orleans Saints 38

Baltimore Ravens 34 Kansas City Chiefs 31

CITY OF INGLEWOOD

INGLEWOOD HOUSING AUTHORITY

Inglewood All-America City 2009

INGLEWOOD HOUSING AUTHORITY PROJECT-BASED VOUCHER AWARD

PUBLIC NOTICE OF OWNER SELECTION FOR PROJECT-BASED VOUCHER (PBV)

Pursuant to 24 Code of Federal Regulations 983.51(b), a project can be selected for recommendation of an award of PBVs based upon a previous solicitation by another government entity, within the three years, for housing assistance under a Federal, State or local government housing assistance program (e.g. HOME or Low Income Tax Credits) provided the selection proposal did not involve any consideration that the project would receive PBV assistance (24 CFR 983.51(b)(2)).

The Inglewood Housing Authority provides public notice of the selection of an owner to provide housing under the PBV Program. Proposals were evaluated according to the established Request for Proposal process outlined in the HUD PBV regulations and the Inglewood Housing Choice Voucher Administrative Plan. The Inglewood Housing Authority will make its selection records and documentation for the basis of selection available for public inspection for no less than 30 days in the City of Inglewood City Clerk's Office. Inquiries can be made by contacting Roberto Chavez, HUD Programs Manager at (310) 412-5221.

RFP Date Posted	RFP Date Closed	Owner/Property	PBV Units Awarded	Project Type
March 13, 2018	April 13, 2018	Beach Park Apartments 716-730 W. Beach Avenue, Inglewood CA 90301	31	New Construction

EQUAL HOUSING OPPORTUNITY



THE 9th SCOTUS

By Michelle Lyons, Columnist

On Saturday, September 26th, 2020 our lives may change forever. Literally, moments after Ruth Bader Ginsberg, the 9th SCOTUS and deciding vote, died, President Trump announced he would replace her with a conservative woman. The front-runners are Amy Coney Barrett and Barbara Lagoa, who are both against abortion and have other conservative ideologies.

The black community is more conservative than liberal so we are more focused on Black Lives Matter than this issue at the present, but this issue is Life Changing. If you are a black conservative know that making abortions illegal without a plan for education and responsibility will create an even higher poverty rate in the black community, especially in this WAP era.

Secondly, Trump has stated that he is against gay marriage being a federal law. He believes the issue should be up to The State. Which does not sound like a bad idea for a conservative or a liberal person, but the next three things are frightening. The Republicans have not renewed The Voting Rights Act of 1965. What happens if these women do not believe black people should have the right to vote? Trump recently gave a speech on Eugenics in Minnesota, what if the SCOTUS does not believe in interracial dating? And lastly, Trump has been known to give a lot of money to HBCU's, what if these women do not believe in desegregation? This may sound far-fetched, but this is what can potentially happen. Making America Great Again can begin us back into the 50's instead of into The Future. And the worst part is that whether Trump is elected or not this person will be a SCOTUS for life.

Local family aims to grow beauty store

By Kenneth Miller, Publisher

Bernadette Prado, 32, is one of four children born to Penny Miller and also one of the three girl siblings who are inspired to make it big in the billion-dollar beauty sector.

According to statistics revealed in 2017, the beauty services sector employs over 670,000 people nationwide and jobs growth was estimated at 13 percent. In just 2017 alone the industry was pulling in $532.43 billion in 2017 and is expected to reach a market value of $805.61 billion by 2023.

So when Bernadette founded SBS Beauty Parlor (SlAy BEE SlAy) about eight months ago she was in the right business to reach her dream of someday purchasing a house for her mother.

A graduate of Morningside High School, Crozier and Highland, she is an Inglewood native through and through.

The second oldest of the siblings, Kesha is the oldest at 33, then there is Magen at 30 and brother Jeddy at 28.

Each of the girls plays a prominent role in SBS, a beauty parlor specializes in eyelashes.

"We grew up not have most things that we wanted, but our family is close, loving and caring," Bernadette told Inglewood Today.

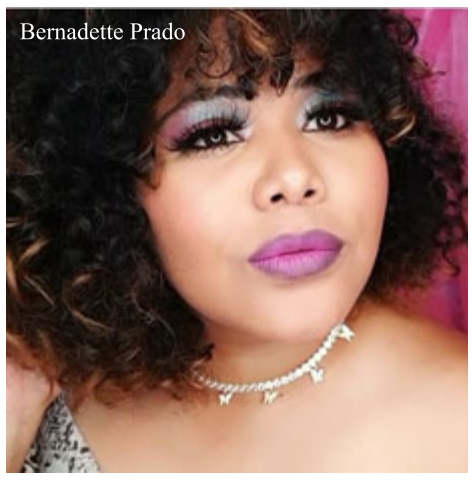
However, with 700 Instagram followers and growing she is proving that believing and hard work pay dividends.

She holds a bachelor degree from California State University Dominguez Hills, but her focus is on SBS.

"We are huge believers in Christ and we know that we can absolutely achieve anything."

SBS motto is "where we are more than




Bernadette Prado

products" has a mission is to empower and give back to the community, which speaks to their prices that are "catered to our community with 100% quality!"

SBS authentic vegan lashes and lip-gloss, which can be shipped 3-5 business days. Also Classic Eyelash Extensions and Beauty Parlor rentals to artists seeking a private suite.

Their three signature Lash Collections: Ambitious, Visionary, are designed to uplift and manifest a positive slay experience for your day.

SBS welcomes any talented artist for example; Lash artist, hair braiders, and barbers, massage therapist, etc. to join the team.

For more information contact: 213-537-3088

Instagram: @sbsbeautyparlor

Email: sbsbeautyparlor@gmail.com

Supreme Court Decision Jeopardizes CFPB's Future and its Independence

By Charlene Crowell, NNPA Newswire Contributor

A June 29 U.S. Supreme Court split decision represents a major setback to both the Consumer Financial Protection Bureau (CFPB) and the consumers who have come to rely upon the agency. Since 2010, more than 25 million consumers were helped by the agency's that returned over $11 billion.

Although the case known as Seila Law v. Consumer Financial Protection Bureau, was argued on March 3 of this year, its origins date back to 2017 when Seila Law, a California-based debt relief asked the CFPB to set aside a civil investigative demand (CID) that sought information to determine whether it was engaged in illegal debt relief practices.

CFPB declined to set aside the CID and turned to a California federal court to pursue its interests. In response, Seila Law restated its challenge of the independence of the agency's Director who could only be removed by a President for cause, seeking to have the entire agency abolished as unconstitutional."

The Supreme Court's 5-4 decision refuted CFPB's hallmark: its independent Director. By allowing for an agency Director to be removed for any reason, it now becomes possible for partisan interests to whether or not a full, 5-year term of enshrined in the law will occur, or that powerful corporations will be held accountable.

The Court majority argued that CFPB is "unique." "The CFPB Director has no boss, peers, or voters to report to," wrote Justice Roberts in the majority opinion and was joined by Associate Justices Sam Alito, Neil Gorsuch, Brett Kavanaugh and Clarence Thomas.

"Yet the Director wields vast rulemaking, enforcement, and adjudicatory authority over a portion of the U. S. economy. The question before us is whether this arrangement violates the Constitution's separation of powers… "We therefore hold that the structure of the CFPB violates the separation of powers," continued the Chief Justice …The agency may therefore continue to operate, but its Director, in light of our decision, must be removable by the President at will."

PUBLIC NOTICE

COVID-19 PUBLIC PARTICIPATION OPTIONS

Due to the existing COVID-19 health emergency and the social distancing measures currently in effect, and pursuant to the Governor's Executive Order N-29-20 ((https://www.gov.ca.gov/wp-content/uploads/2020/03/3.17.20-N-29-20-EO.pdf)), please note that members of the public will only be allowed to observe and address the City Council Meeting of October 6, 2020 at 2:00 P.M. by telephone, video and other electronic means, as follows:

Viewing and Listening to the Meeting without Making Public Comments:

- On Spectrum Cable Local Channel 35 with audio and limited video. Please check with your cable provider for details.
- Live on-line through Facebook Live, with audio and limited video, at https://www.facebook.com/cityofinglewood/
- The above access options provide the public with the opportunity to both observe and listen to the meeting.
- However, members of the public who wish to orally address the Planning Commission must use the public access options noted below:

Listening to Meeting and Oral Public Comments: The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://www.cityofinglewood.org/AgendaCenter/City-Council-3 and/or by contacting the Office of the City Clerk via email at yhorton@cityofinglewood.org.

Please observe the following tips when phoning in:

- When you call-in, the operator will provide further instructions on how you can make public comments via phone.
- If you are calling from a cell phone, please call from an area with good reception.
- If you are watching the meeting on Facebook or Channel 35 while also accessing the phone line, it is requested that you mute the sound of your video feed as it is offset by 3 seconds from the phone transmission. Additionally, when you are making public comments on the phone line you will be inaudible due to feedback.

Written Public Comments: Members of the public can submit comments electronically for consideration by the Inglewood City Council/Successor Agency/Housing Authority/Finance Authority/Parking Authority/Joint Powers Authority (Legislative Body) by sending them to the City Clerk/Secretary at yhorton@cityofinglewood.org, and Deputy City Clerk at aphillips@cityofinglewood.org. To ensure distribution to the members of the Legislative Body prior to consideration of the agenda, please submit comments prior to 8:00 A.M. on the day of the meeting, and in the body of the email, please identify meeting date and subject matter. Comments received after 8:00 A.M. on day of the meeting will be made part of the official public record of the meeting. Contact the Office of the City Clerk at 310-412-5280 with any questions.

Accessibility: If you will require special accommodations due to a disability, please contact the City Clerk's Office at (310) 412-5280, One Manchester Boulevard, 1st Floor, Inglewood, California 90301. All requests for accommodations must be received 24 hours prior to the day of the hearing.

The City Council of the City of Inglewood, California, will hold a public hearing on October 6, 2020 at the hour of 2:00 p.m., to consider the following:

1. **Appeal of Planning Commission Denial of Special Use Permit No. 2019-014 to Allow the Sale of Beer and Wine for Off-Site Consumption from an Existing Convenience Market at 400 West Manchester Boulevard.**
   A Notice of Exemption (EA-CE-2019-127) has been prepared stating that the proposed project is categorically exempt from the California Environmental Quality Act, a copy of which is available for public review in the first floor lobby, of City Hall. An electronic copy can be obtained by emailing mfewell@cityofinglewood.org.
2. **A public hearing to consider Amendments to Inglewood Municipal Code Chapters 8 and 12 including Zoning Code Amendment 2018-01 (ZCA-2018-01) to establish Short Term Rental Regulations.**
   A Notice of Exemption (EA-CE-2018-061) has been prepared stating that the proposed project is exempt from the California Environmental Quality Act (CEQA), a copy of which is available for public review in the Planning Division office of City Hall and via email to fljackson@cityofinglewood.org.

This notice is given by the order of the City Council of the City of Inglewood and is dated this 22nd day of September 2020.

Yvonne Horton, City Clerk
City of Inglewood, California

Pursuant to Government Code Section 65009, if you challenge the proposed project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

In the event that the City Council meeting of October 6, 2020 is not held, or is concluded prior to this public hearing agenda item being considered, the public hearing will automatically be continued to the next regularly scheduled City Council meeting.

"Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (310) 412-5280."

COVID-19 PUBLIC PARTICIPATION OPTIONS

Due to the existing COVID-19 health emergency and the social distancing measures currently in effect, and pursuant to the Governor's Executive Order N-29-20 ((https://www.gov.ca.gov/wp-content/uploads/2020/03/3.17.20-N-29-20-EO.pdf)), please note that members of the public will only be allowed to observe and address the City Council Meeting of October 6, 2020 at 2:00 P.M. by telephone, video and other electronic means, as follows:

Viewing and Listening to the Meeting without Making Public Comments:

- On Spectrum Cable Local Channel 35 with audio and limited video. Please check with your cable provider for details.
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Please observe the following tips when phoning in:

- When you call-in, the operator will provide further instructions on how you can make public comments via phone.
- If you are calling from a cell phone, please call from an area with good reception.
- If you are watching the meeting on Facebook or Channel 35 while also accessing the phone line, it is requested that you mute the sound of your video feed as it is offset by 3 seconds from the phone transmission. Additionally, when you are making public comments on the phone line you will be inaudible due to feedback.

Written Public Comments: Members of the public can submit comments electronically for consideration by the Inglewood City Council/Successor Agency/Housing Authority/Finance Authority/Parking Authority/Joint Powers Authority (Legislative Body) by sending them to the City Clerk/Secretary at yhorton@cityofinglewood.org, and Deputy City Clerk at aphillips@cityofinglewood.org. To ensure distribution to the members of the Legislative Body prior to consideration of the agenda, please submit comments prior to 8:00 A.M. on the day of the meeting, and in the body of the email, please identify meeting date and subject matter. Comments received after 8:00 A.M. on day of the meeting will be made part of the official public record of the meeting. Contact the Office of the City Clerk at 310-412-5280 with any questions.

Accessibility: If you will require special accommodations due to a disability, please contact the City Clerk's Office at (310) 412-5280, One Manchester Boulevard, 1st Floor, Inglewood, California 90301. All requests for accommodations must be received 24 hours prior to the day of the hearing.

The City Council of the City of Inglewood, California, will hold a public hearing on **October 6, 2020 at the hour of 2:00 p.m.,** to consider the following:

1. Appeal of Planning Commission Denial of Special Use Permit No. 2019-014 to Allow the Sale of Beer and Wine for Off-Site Consumption from an Existing Convenience Market at 400 West Manchester Boulevard.

   A Notice of Exemption (EA-CE-2019-127) has been prepared stating that the proposed project is categorically exempt from the California Environmental Quality Act, a copy of which is available for public review in the Planning Division office, fourth floor of City Hall. An electronic copy can be obtained by emailing mfewell@cityofinglewood.org.

This notice is given by the order of the City Council of the City of Inglewood and is dated this 22nd day of September 2020.

Yvonne Horton, City Clerk
City of Inglewood, California

Pursuant to Government Code Section 65009, if you challenge the proposed project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

In the event that the City Council meeting of October 6, 2020 is not held, or is concluded prior to this public hearing agenda item being considered, the public hearing will automatically be continued to the next regularly scheduled City Council meeting.

"Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (310) 412-5280."

COVID-19 PUBLIC PARTICIPATION OPTIONS

Due to the existing COVID-19 health emergency and the social distancing measures currently in effect, and pursuant to the Governor's Executive Order N-29-20((https://www.gov.ca.gov/wp-content/uploads/2020/03/3.17.20-N-29-20-EO.pdf)), please note that members of the public will only be allowed to observe and address the Planning Commission Meeting of October 7, 2020 at 7:00 P.M. by telephone, video and other electronic means, as follows:

Viewing and Listening to the Meeting without Making Public Comments:

- On Spectrum Cable Local Channel 35 with audio and limited video. Please check with your cable provider for details.
- Live on-line through Facebook Live, with audio and limited video, at https://www.facebook.com/cityofinglewood/
- The above access options provide the public with the opportunity to both observe and listen to the meeting.
- However, members of the public who wish to orally address the Planning Commission must use the public access options noted below:

Listening to Meeting and Oral Public Comments: The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://www.cityofinglewood.org/AgendaCenter/Planning-Commission-4

Please observe the following tips when phoning in:

- When you call-in, the operator will provide further instructions on how you can make public comments via phone.
- If you are calling from a cell phone, please call from an area with good reception.
- If you are watching the meeting on Facebook or Channel 35 while also accessing the phone line, it is requested that you mute the sound of your video feed as it is offset by 3 seconds from the phone transmission. Additionally, when you are making public comments on the phone line you will be inaudible due to feedback.

Written Public Comments: Members of the public can submit comments electronically for consideration by the Inglewood Planning Commission by sending them to the Case Planner indicated below. To ensure distribution to the Commissioners prior to consideration of the agenda, please submit comments prior to 12:00 P.M. the day of the meeting, and in the body of the email, please identify meeting date and subject matter. Comments received after 12:00 P.M. on day of meeting will be made part of the official public record of the meeting. Contact the Planning Division at 310-412-5230 with any questions.

Accessibility: If you will require special accommodations due to a disability, please contact the Planning Division Office at (310) 412-5230, One Manchester Boulevard, 4th Floor, Inglewood, California 90301. All requests for accommodations must be received 48 hours prior to the day of the hearing.

Spanish: "Si no entiende esta noticia o si necesita más información, favor de llamar a este número (310) 412-5230."

The Planning Commission of the City of Inglewood, California, will hold public hearings on **October 7, 2020 at the hour of 7:00 p.m.,** to consider the following:

. A public hearing to consider a Special Use Permit No. 2019-013 (SP-2019-013) for a Final Planned Assembly Development (PAD) to allow a five-story, 65-unit senior housing mixed-use development on an approximately 26,250 square-foot C-2 (General Commercial) zoned property at 3320 West 85th Street. An Initial Study and Mitigated Negative Declaration (EA-MND-2019-120) was previously prepared stating that with the recommended mitigation measures the proposed project will have no significant adverse impact upon the environment, a copy of which is available for public review in the Planning Division office of City Hall, fourth floor, www.cityofinglewood.org/1016/Environmental-Documents or via email to bmccrumby@cityofinglewood.org. The MND was adopted by the Planning Commission on April 13, 2020.
Case Planner: Bernard McCrumby, Planner (bmccrumby@cityofinglewood.org)

. A public hearing to consider an application by Frank Martini, representing Adventurer Hotel, for Special Use Permit No. 2020-002 (SP-2020-002) to allow an approximately 192 square-foot poolside bar selling 1) Beer and Wine and 2) Distilled Spirits for on-site consumption within an existing 80-room motel on an approximately 72,758 square-foot, C-2A (Airport Commercial) zoned property at 4200 West Century Boulevard.

A Notice of Exemption (EA-CE-2020-008) has been prepared stating that the proposed project is exempt from the California Environmental Quality Act (CEQA), a copy of which is available for public review in the Planning Division office of City Hall and via email at bmccrumby@cityofinglewood.org.
Case Planner: Bernard McCrumby, Planner (bmccrumby@cityofinglewood.org.)

Pursuant to Government Code Section 65009, if you challenge any of the proposed public hearing items in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.
In the event that the Planning Commission meeting of October 7, 2020 is not held, or is concluded prior to a public hearing agenda item being considered, the public hearing will automatically be continued to the next regularly scheduled Planning Commission meeting.

"Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (310) 412-5230."

Continued from page 5: Groups for...



Jay King, President and CEO of California Black Chamber of Commerce

"One in 10 app-based drivers are Black. Many of them would lose their jobs if Prop 22 is not passed this November. When so much of our community is we need to encourage and promote new and innovative ways to make income. I encourage everyone to vote yes to save app-based jobs and services," he said.

On Sept. 9, protesters from Rideshare Drivers United (RDU), an organizing group that has come out against Prop 22, gathered under an Uber billboard in Oakland that read, "If you tolerate racism, delete Uber. Black people have the right to move without fear." Uber has launched a microsite that promotes that slogan and shares how the company plans to rid its platform of racism and investments it has made in the Black community.

"We are condemning them on their hypocritical ballot measure that would relegate drivers to a permanent underclass without basic rights or voices or privileges. We condemn major companies like Uber and Lyft who are claiming support of a protest movement that has galvanized America, in the middle of a pandemic that has disproportionately Black and Brown people in their lives," Cherri Murphy, an RDU organizer, told California Black Media.

Murphy says there are multiple instances when Uber and Lyft exploit Black drivers and customers, alleging that those companies increase ride prices in Black and Brown neighborhoods. That claim has been supported by a June preprint study by George Washington University.

"If you want to know whether or not Lyft and Uber are doing the right thing, you need to look at their historical measures and tactics. The most recent one is around the preliminary injunction. As opposed to following the rules, what they want to do is invoke fear and have people make a decision based on fear. So their method on threatening people to shut down wasn't because they're in a bind. Not a million dollar — a billion dollar — company. Compare that to those who live check to check," said Murphy.

As they wait to see how Californians will vote on Prop 22, Uber and Lyft are also currently in an appeals process against the preliminary injunction that ordered them to classify their drivers as employees last August.

Continued from page 4: Local Army...

SILENCE I KNEW THIS TRIP DIDN'T HAVE A RETURN. GIVE MOMS AND POPS AND YOUR LITTLE SIS A HUG FOR ME. TELL THEM I'M THNIKING OF THE DAY WHEN ALL OF US CAN SIT AND REJOICE OVER GODS GRACE. PEACE AND BLESSINGS ON YOUR JOURNEY BROTHER AND THANK YOU FOR YOUR GUIDANCE AND LOVE FOR ME. NO MORE PAIN BRO. I LOVE AND ADORE YOU BROTHER. MR. DEMETRIUS MALLORY PLEASE KEEP ME UNDER YOUR GUIDING LIGHT. I LOVE YOU TO TEARS BRO. HEAVEN GAINED AN ENCYCLOPEDIA. REST BRO…"

LOVE ALWAYS, BERCHIE

He is survived by bevy of relatives and friends including sisters Sharon S. Mallory, Lakaisha L. Mallory, Kamela S. Mallory, Herbretta J. Mallory, brothers Oscar W. Mallory III, Raphael S. Mallory and Orrealondo (Berchie) D. Mallory of Los Angeles; sister Montise Mallor of Moreno Valley, Coeita L. Mallory of Jacksonville, North Carolina, and Orreaon J. Mallory of Hayward, CA; and brothers Michael J. Mallory of Louisville, Kentucky and Herbert H. Mallory Jr. of CA; Children Montise Mallory, Mimiko (Demetria) Mallory and Rykeis Mallory; Four grandchildren Hunter Mallory, Lathan Mallory, Isley Mallory and Antonia Mallory; Three great grandchildren Sage Mallory, Catzia Mallory and Bly Mallory.

Funeral services were held at Harrison Ross Mortuary on Sept. 24 in Los Angeles.



ATTACHMENT 8

Comments Received on the ITC Revised NOP and Revised Initial Study

Governor's Office of Planning & Research

Sep 18 2020

STATE CLEARINGHOUSE

September 14, 2020

Mindy Wilcox, Planning Manager
City of Inglewood
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Re: 2018071034, Inglewood Transit Connector Project, Los Angeles County

Dear Ms. Wilcox:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

1-1

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

a. A brief description of the project.

b. The lead agency contact information.

c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).

d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)). 1-2

a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.

b. Recommended mitigation measures.

c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

a. Type of environmental review necessary.

b. Significance of the tribal cultural resources.

c. Significance of the project's impacts on tribal cultural resources.

d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

CL 2

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

Governor's Office of Planning & Research

Oct 13 2020

STATE CLEARINGHOUSE

October 12, 2020

Mindy Wilcox
City of Inglewood
Planning Division
One W. Manchester Boulevard
Inglewood, CA 90301

RE: Inglewood Transit Connector Project –
Recirculated Notice of Preparation (NOP)
SCH # 2018071034
GTS # 07-LA-2018-03366
Vic. LA-405/PM: 23.331

Dear Mindy Wilcox:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The project is an automated people mover (APM) to transport riders between the regional Metro Rail system (Crenshaw Line), Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District, and the future Inglewood Basketball and Entertainment Center. The project would consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. It would also include support facilities, such as an approximately 78,000 square feet maintenance and storage facility, and two traction power substations facilities to provide the system's electrical power. Ultimately the project is planned to have a ridership capacity of 11,500 passengers per hour. The City of Inglewood is the Lead Agency under the California Environmental Quality Act (CEQA). 2-1

The project is located approximately 1.5 miles away from the Interstate 405 (I-405) and Manchester Boulevard interchange, and approximately 2 miles away from the Interstate 105 (I-105) ramps at Prairie Avenue in Inglewood.

From reviewing the NOP, Caltrans has the following comments:

- Caltrans wrote a letter in response to the original NOP for this project in 2018. Since then, the project scope has changed and the implementation deadline for Senate Bill (SB) 743 has passed. SB 743 (2013) mandates that Vehicle Miles Traveled (VMT) rather than Level of Service be used as the primary metric for determining the transportation impacts of projects under CEQA. Thus, Caltrans has reviewed the recirculated NOP from a VMT perspective. 2-2
- For information on determining transportation impacts in terms of VMT on the State Highway System, see the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
- The City can also refer to Caltrans' updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf. Caltrans' new TISG is largely based on the OPR 2018

Technical Advisory.

- The updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues." Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated July 2020 and found here, for the City's reference: https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-07-01-interim-ldigr-safety-guidance-a11y.pdf. 2-4
- Caltrans looks forward to reviewing the VMT analysis for this project in the forthcoming DEIR. As discussed in Caltrans' new TISG, Caltrans strongly recommends undertaking project VMT analysis, significance determination, and potential mitigation in a manner consistent with OPR's Technical Advisory. 2-5

2-3

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas emissions. For examples of TDM options to further reduce this project's VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm.

2-6

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic control plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2018-03366.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

Inglewood Transit Connector CL 3
Revised Notice of Preparation of EIR – Metro Comments
October 12, 2020

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

October 12, 2020

Mindy Wilcox, AICP
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Sent by Email: inglewoodtransitconnector@cityofinglewood.org

RE: Inglewood Transit Connector Project
Revised Notice of Preparation (NOP) of Environmental Impact Report (EIR)

Dear Ms. Wilcox:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Inglewood Transit Connector Project (Project) located in the City of Inglewood (City). Metro's aim is to create and maintain a world-class transportation system that focuses on providing an excellent customer experience and enhancing the quality of life for those who live, work, and play within Los Angeles County. As the public mass transportation planner , builder and operator, Metro is constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved mobility options, air quality, health and safety, and access to opportunities.

The purpose of this letter is twofold: firstly, to provide the City with specific detail on the scope and content of environmental information that should be included in the EIR for the Project per Metro's area of statutory responsibility pursuant to the California Environmental Quality Act (CEQA)[1], and secondly, to encourage close coordination on Project design and development to ensure a quality interface between the Project and Metro's Downtown Inglewood Station along the Crenshaw/LAX Line (K Line). Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.[2]

3-1

Metro recognizes the Project's significance to the City and the greater Los Angeles County region. Metro and the City have been collaborating closely on several efforts, including the K (Crenshaw/LAX) Line, Metro-funded transit-oriented development (TOD) Specific Plans, the Inglewood First/Last Mile Plan, the Centinela/Florence Grade Separation, and event transportation demand management for SoFi Stadium and the Inglewood Basketball and Entertainment Center. We are committed to a collaborative approach with respect to this Project. In particular, we appreciate the NOP consultation meeting held between our respective staffs on September 28, 2020. Metro will follow up with the Project Team to assemble an interdisciplinary working group to address future technical and operational issues as the Project design advances.

Project Description
The Project would include an automated people mover (APM) system to transport riders from the regional Metro Rail system (K Line) to Downtown Inglewood, the Forum, and the Los Angeles Sports and Entertainment District (LASED) which includes the new SoFi stadium (recently opened in the Fall of 2020), the proposed Inglewood Basketball and Entertainment Center (IBEC) and new retail, housing, and employment centers. The

[1] See Sections 15082(b) and 15086(a) of the Guidelines for Implementation of CEQA (Cal. Code of Regulations, Title 14, Ch. 3).

[2] See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

Project will consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. There will likely be several trains operating at any time, depending upon ridership needs. As currently envisioned, the proposed Project will have up to three stations, as follows: 1) Market Street/Florence Avenue Station; 2) Prairie Avenue/Pincay Drive Station, and 3) Prairie Avenue/Hardy Street Station.

Station design will be established by passenger demand volumes under typical peak conditions, in addition to increased demands during special events. Station design will also take into account the potential for service disruptions and emergency evacuation requirements. Stations would provide for pedestrian access to the elevated guideway from street level via existing sidewalk and pedestrian travel areas adjacent to the station locations. Final station locations and configurations will be determined during the design process. A pedestrian bridge linkage will connect the Market Street/Florence Avenue Station with the K Line on the north side of Florence Avenue.

The proposed Project will include support facilities to provide for a maintenance and storage facility (MSF), and traction power substations (TPSS) that would be located adjacent to the elevated guideway alignment but outside the street rights-of-way. The MSF would be an approximately 78,000 square feet structure to provide for maintenance activities and train storage. Two TPSS facilities would provide electrical power for system operation. The MSF location south of the intersection of Hillcrest Boulevard and Manchester Boulevard would include a TPSS. A second TPSS would be located on the Civic Center site located east of Prairie Avenue and south of Arbor Vitae Street.

Recommendations for EIR Scope and Content

To address potential impacts to Metro's transit system and infrastructure, the EIR for the Project should analyze and discuss the following topics, without limitation. Impacts should be described and mitigated to the maximum extent feasible:

1. Rail Transit Service Capacity: Coordination on passenger flows between the Project and the K Line will be critical to the success of the Project. Projected service headways and passenger throughput under different scenarios for the Project should be discussed. As currently designed and constructed, the K Line will provide 6-minute headways using two-car trains. Due to physical constraints on station and systems design, it is not possible to run more frequent service or longer trains. The EIR should incorporate this information into the Project's design and EIR analysis. 3-2

2. Interface between Metro Downtown Inglewood Station and APM Station: Additional information and discussion is needed on the interface between the Market/Florence APM Station and Metro's Downtown Inglewood Station. Key interface issues that need further information include: pedestrian volumes, circulation patterns, security, and queuing accommodations for patrons transferring from the APM to the Metro Station, as well as the proposed pedestrian bridge that will link the two stations and any touchdown points for the bridge on Metro's property. To help ensure a seamless connection between the two systems, Metro would like to be review performance standards proposed as part of the City's proposed P3 delivery method. 3-3

3. Bus Service and Intermodal Connections: The EIR should discuss current and projected Metro bus service and whether changes to bus service and bus stop locations are proposed by the Project. The Project design should consider and accommodate transfer activity between bus and rail lines that will occur along sidewalks and public spaces. Metro has completed the Metro Transfers Design Guide, a best practices document on transit improvements. This can be accessed online at https://www.metro.net/projects/systemwidedesign. 3-4

4. Centinela/Florence Avenues Grade Separation Project: The EIR should take into account construction activities for the Centinela/Florence Avenues Grade Separation Project, which are projected to occur between Summer 2022 and Summer 2025, and will likely overlap with construction of the APM Project. Issues to be coordinated and considered may include without limitation: construction schedule; need for right-of-way (ROW) construction staging areas and construction staging plan; construction site

safety and clearance from adjacent Metro properties, rail ROW and train operations (e.g., OCS poles and wires); construction traffic management (roadway closure, traffic detour, relocation of bus stops); shared utilities (if any), etc.

3-5

Metro looks forward to further discussions and coordination with the City on this Project. If you have any questions regarding this letter, please contact me at lings@metro.net.

Sincerely,

Shine Ling, AICP
Manager, Development Review
Transit Oriented Communities

cc: David Mieger, Senior Executive Officer, Long Range & Mobility Corridors Planning
Holly Rockwell, Senior Executive Officer, Real Property Management & Development
Conan Cheung, Senior Executive Officer, Bus Service Planning
Nicholas Saponara, Executive Officer, Transit Oriented Communities
Dolores Roybal Saltarelli, Deputy Executive Officer, Mobility Corridors Planning

South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
inglewoodtransitconnector@cityofinglewood.org
mwilcox@cityofinglewood.org
Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, Fourth Floor
Inglewood, California 90301

October 8, 2020

Revised Notice of Preparation of an Environmental Impact Report for the Inglewood Transit Connector Project (Proposed Project) (SCH No.: 2018071034)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send a copy of the EIR upon its completion and public release directly to South Coast AQMD as copies of the EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.** 4-1

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association. 4-2

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling. 4-3

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance. 4-4

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5]. 4-5

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385. 4-6

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook[1], South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan[6], and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[7]. 4-7

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC200916-09
Control Number

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] South Coast AQMD's 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).
[7] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

INGLEWOOD TRANSIT CONNECTOR PROJECT INITIAL STUDY NOP

CL 5

Toan Duong <TDUONG@dpw.lacounty.gov>

Thu 10/8/2020 10:29 AM

To: inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Cc: Jose Suarez <JSUAREZ@dpw.lacounty.gov>; Justin Dulay <JDulay@dpw.lacounty.gov>; Jason Rietze <JRietze@dpw.lacounty.gov>; Long Thang <LTHANG@dpw.lacounty.gov>; Miguel Garibay Jr <MiGaribay@dpw.lacounty.gov>;

TO: City of Inglewood

Planning Division

One W. Manchester Boulevard, 4th floor

Inglewood, CA 90301

INGLEWOOD TRANSIT CONNECTOR PROJECT
REVISED NOTICE OF PREPARATION AND INITIAL STUDY
ENVIRONMENTAL PLAN (RPPL2020006654)

Thank you for the opportunity to review the Initial Study and Notice of Preparation (IS/NOP) for the Inglewood Transit connector project. The project proposes an automated people mover (APM) transporting riders to and from the regional Metro Rail system (Crenshaw Line) to Downtown Inglewood, the Forum, the new NFL stadium scheduled to open in the Fall of 2020, and the future Inglewood Basketball and Entertainment Center. The proposed Project consists of elevated dual guideways to allow for continuous APM trains to travel in each direction with a ridership capacity of 11,500 passengers per hour. 5-1

The Los Angeles County Flood Control District (LACFCD) has reviewed the IS/NOP and has no objection to the proposed project. The LACFCD has the following comments for your consideration:

1. Section 2.10, Hydrology and Water Quality, Page 22

Clarify if or how the proposed project improvements will impact any LACFCD facilities, including but not limited to the existing Drainage District Improvements (DDI) No. 008 and Project No. 4402-Unit 1, Line C. 5-2

2. Section 2.19, Utilities and Service Systems, Page 102

There is an existing LACFCD maintained storm drain along Prairie Avenue within the project site. It is not clear if the proposed guideway will be located over the LACFCD's drain. Clarify if or how the guideway will interfere with the LACFCD's operation and maintenance activities of the storm drain. 5-3

3. General Comment – LACFCD Permit

If any project components affects the LACFCD facilities or right of way, a permit from LACFCD will be required.

For questions regarding comments 1-3, please contact Miguel Garibay of Public Works, Stormwater Planning Division at (626) 458-4333 or migaribay@pw.lacounty.gov.

5-4

We request the opportunity to review all future environmental documents regarding this project. Please email related documents to Jose Suarez of Public Works, Land Development Division at jsuarez@pw.lacounty.gov.

Sincerely,

Toan Duong
Civil Engineer
Los Angeles County Public Works
Office: (626) 458-4921

CL 6

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2426
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KATHRYN BARGER
FIFTH DISTRICT

RECEIVED
OCT 15 2020
Planning Division

October 8, 2020

Mindy Wilcox, Planning Manager
City of Inglewood
Planning Division
One West Manchester Boulevard
Inglewood, CA 90301

Dear Ms. Wilcox:

REVISED NOTICE OF PREPARATION, "INGLEWOOD TRANSIT CONNECTOR PROJECT," IS A PROPOSED AUTOMATED PEOPLE MOVER MASS-TRANSIT LINE CONNECTING THE CITY OF INGLEWOOD TO THE GREATER SOUTHERN CALIFORNIA REGION, THE PROJECT WILL INCLUDE A REVISED 1.6-MILE TRANSIT GUIDEWAY, THREE STATION, APM TRAINS, AND SUPPORT FACILITIES INCLUDING A MAINTENANCE STORAGE FACILITY AND TWO TRACTION POWER SUBSTATIONS, INGLEWOOD, FFER 2020006727

6-1

The Revised Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Under 2.15 **Public Services,** a.1. Fire Protection, paragraph two, sentence six is incorrect. If the author was indicating the number of personnel on-duty daily within the City of Inglewood, that number is 21 firefighting staff on-duty daily at fire stations located within Inglewood's boundaries.

6-2

Sentence seven of paragraph two should be corrected to state that, "An Assistant Fire Chief oversees the three battalions that are within Division 6."

For any questions regarding this response, please contact Loretta Bagwell, Planning Analyst, at (323) 881-2404 or Loretta.Bagwell@fire.lacounty.gov.

LAND DEVELOPMENT UNIT:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

2. The proposed Automated People Mover shall comply with NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems.

3. Changes to the existing public water system such as fire hydrants, and water mains, for firefighting purposes shall be submitted to the County of Los Angeles Fire Department's Fire Prevention, Land Development Unit for review and approval.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

6-3

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Joseph Brunet at (818) 890-5719.

6-4

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

6-5

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac



COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FORESTRY DIVISION
5823 RICKENBACKER ROAD, ROOM #123
COMMERCE, CA 90040-4335

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Planning Division

Mindy Wilcox, Planning Manager
City of Inglewood
One West Manchester Boulevard
Inglewood, CA 90301

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INGLEWOOD UNIFIED SCHOOL DISTRICT

401 S. Inglewood Avenue, Inglewood, California 90301 phone: (310) 419-2700

COUNTY ADMINISTRATOR
Erika F. Torres, Ed.D., MSW

BOARD OF EDUCATION

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Hedieh Khajavi
Chief Human Resources Officer

Bernadette Lucas, Ed.D.
Chief Academic Officer

Norberto J. Perez
Chief Operating Officer

October 12, 2020 **Via e-mail and U.S. Mail**

Ms. Mindy Wilcox
AICP, Planning Manager
City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301
inglewoodtransitconnector@cityofinglewood.org

RE: Inglewood Transit Connector Project Initial Study - State Clearinghouse No. 2018071034

Dear Ms. Wilcox:

The Inglewood Unified School District ("District") thanks the City of Inglewood ("City") for providing the Notice of Preparation for the September 2020 Revised Initial Study ("RIS") on the proposed Inglewood Transit Connector Project ("Project"). I would also like to personally thank Mayor James Butts and his staff for providing thorough and transparent information about the RIS to the District and for coordinating a meeting at the senior administrative and staff levels to better understand the Project and its impacts.

The District very much supports the Project, which will play an important role in ongoing revitalization efforts by providing convenient, reliable, and efficient public transportation to major activity centers within the City, to the benefit of the Inglewood community, and reduce extra vehicular traffic. 7-1

The District has reviewed the RIS and would like the City to consider in the upcoming Draft Environmental Impact Report ("EIR") the Project's potentially significant impacts on the following four District schools: (1) Crozier Middle School & City Honors High School (cumulatively, "Crozier") which is within 1,300 feet from the Project's Market Street/Florence Ave Station and within 996 feet from the Project's railroad alignment; (2) Inglewood High School ("Inglewood") which is within 1,000 feet from the Project's railroad alignment; (3) Kelso Elementary School ("Kelso") which is directly adjacent to the Project's Prairie Ave/Pincay Drive Station; and (4) Inglewood Adult School, which is within 800 feet of the Project's railroad alignment.

Children are much more susceptible than adults to impacts caused by development. Given the large population of children at public school sites, special consideration of a project's potential impacts on a school site is necessary. Understanding this, the California Department of Education ("CDE") has established specific regulations for public school sites to protect students from undue development hazards. These regulations set forth in Title 5 California Code of Regulations section 14010 et seq. set forth specific setbacks and required studies of recognized hazards to the safety and learning environment of students. The encroachment of these hazards can render a public school site unusable for educational purposes. Thus, the specifics of these regulations must be evaluated for Crozier, Inglewood, and Kelso. Additionally, the Project's potential impacts on any other District facility needs to be included, as required by the State's environmental review process. As such, we reference "three" schools (Crozier, Inglewood, and Kelso) when discussing CDE specific requirements and "four" schools (the three schools plus Inglewood Adult School) when discussing general California Environmental Quality Act ("CEQA") considerations. We have identified the following six types of Project impacts to our four schools to be considered and analyzed**:** (1) aesthetics, (2) air quality, (3) hazards and hazardous materials, (4) noise, (5) traffic, and (6) utilities.

7-2

The District wishes to emphasize that its comments are meant to assist the City in evaluating the Project's potential impacts to the District's four schools, and to ensure that District students' safety and education are not significantly impacted by the Project.

1. AESTHETICS.

The RIS notes that the Project would run trains on elevated tracks and have elevated stations. The District is concerned that Kelso's adjacency to the Prairie Ave/Pincay Drive Station could be a visual distraction to Kelso's students by the frequent movement of trains into and out of the station. Students are immediately drawn to movement and accompanying sounds, so the Project's trains could draw student's attention away from their lessons whether they are held in indoor classrooms or outside. The Project should include a mitigation measure to screen the elevated Prairie Ave/Pincay Drive Station and adjacent elevated railroad tracks from the view of Kelso's students.

7-3

Additionally, at ground level, the influx of patrons walking to and from the station or other persons loitering in the vicinity of the station could provide an opportunity for these people to observe Kelso's students. A mitigation measure should be included to visually shield potential onlookers from observing Kelso's students.

2. AIR QUALITY.

Per Education Code section 17213, a school shall only be located where, "The health risks from the facilities or other pollution sources do not and will not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the school." (*Id*. § 17213(c)(2)(B).) For health risks from air pollution, Education Code section 17213(b) instructs that sources of Toxic Air Contaminants ("TACs") within ¼ mile of a school requires direct analysis. "'Hazardous air emissions' means emissions into the ambient air of air contaminants that have been identified as a TAC by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the project is located." (*Id*. § 17213(d)(1).) Particulate emissions from diesel-fueled engines ("DPM") is identified as a TAC. (https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants)

7-4

Per the RIS, the Project is a hazardous air emitter. It obliquely identifies Kelso as a sensitive air quality receptor and explains that a Health Risk Assessment ("HRA") will be conducted "to consider impacts associated with exposure to TACs on nearby receptors during both construction and operation." (RIS, p. IS-52.) Since the three schools are all within ¼ mile of the Project, the HRA needs to analyze the Project's potential hazardous air emissions that include TACs on all three schools and include those results in the Draft EIR along with any necessary mitigation measures. The HRA should specifically analyze DPM, Reactive Organic Gases ("ROGs"), Nitrogen Oxides, and dust impacts on the schools during Project construction. If mitigation measures are required, temporary HVAC systems with appropriate MERV-rated filters might be appropriate for significant air quality impacts.

If construction of the Project would cause lane and/or street closures, the air quality impact of longer Vehicle Miles Traveled ("VMT") due to vehicles navigating around such closures and idling at congested street segments would need to also be analyzed in the Draft EIR.

3. HAZARDS AND HAZARDOUS MATERIALS.

As stated above, the RIS identifies the three schools being within ¼ mile of the Project. (RIS, p. IS-78.) It also notes that the Project could involve the use and transportation of hazardous materials, which their impact will be analyzed in the Draft EIR. (*Id*. p. IS-29.) As discussed above, the Draft EIR also needs to analyze the Project's potential hazardous air emission impacts on the three schools in the HRA and provide appropriate mitigation measures for those potentially significant impacts.

Per Title 5 California Code of Regulations section 14010(d), a school cannot be sited within 1,500 feet of a railroad track easement unless a railroad safety study is conducted that demonstrates that students and staff will be adequately protected. Thus, an "unsafe" railroad in proximity to the District's schools would be a significant hazard impact. This is especially important considering a potential derailment of a train that is elevated from 22 to 45 feet above ground. Given that the three schools are within 1,500 feet of the Project's railroad tracks, the Draft EIR needs to include a railroad safety study at each school, and if the safety study reveals unsafe conditions, mitigation measures should be developed and proposed to remedy the unsafe conditions in order for the Project's impact on the school be reduced to less than significant.

7-5

Per Title 5, California Code of Regulations section 14010(c), a school site must have the following setbacks to power line easements:

100 feet from 50-133 kV line;
150 feet from a 220-230 kV line; and
350 feet from a 500-550 kV line.

If any of the Project's power lines exceed these voltages or any existing power line needs to be relocated, the resultant impact on Kelso needs to be evaluated because Kelso is within 350 feet of the Project. If a potentially significant electrical hazard impact is revealed by the study, appropriate mitigation measure(s) need to be identified and adopted.

4. NOISE.

Noise monitoring sites used to analyze the ambient noise along the alignment should include the District's three schools and the Draft EIR needs to include analyses of noise impacts at each school. CDE's School Site Selection and Approval Guide ("CDE's Guide") states that background noise in a classroom should not exceed 30 decibels. (https://www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp#Noise.) CDE's Guide explains that the California Department of Transportation considers noise at 50 decibels in the vicinity of schools to be at the point at which it will take corrective action for noise generated by freeways. (*Ibid.*) The Streets and Highways Code also address traffic noise impacts in section 216(c):

> "If the noise level produced from the freeway traffic, or the construction of the freeway, exceeds 55dBA, L10, or 52dBA, Leq., the department shall undertake a noise abatement program in any classroom, library, multipurpose room, or space used for pupil personnel services to reduce the freeway traffic noise level therein to 55dBA, L10, or 52dBA, Leq., or less, by, measures including, but not limited to, installing acoustical materials, eliminating windows, installing air–conditioning, or constructing sound baffle structures."

7-6

CDE's Guide moreover recognizes that the American Speech-Language-Hearing Association guidelines recommend that in classrooms, sounds dissipate in 0.4 seconds or less (and not reverberate) and that background noise not rise above 30 decibels. Further, the World Health Organization's Guidelines for Community Noise set maximum background classroom noise at 35 dBA. (https://www.who.int/docstore/peh/noise/Comnoise-1.pdf, p. xi.) Typical classroom attenuation is approximately 25 dBA. Therefore, the significant noise threshold at the schools' boundaries should be 60 dBA.

The Draft EIR should also consider the startle effect of the Project from train horns and other Project noises on the three schools. This is especially important given the noise and vibration sensitivity of special education students being taught at these three schools.

If the Draft EIR concludes that there would be a potentially significant impact on any of these schools, appropriate mitigation measures, such as sound walls, noise-attenuating windows, and other sound insulation should be utilized.

5. TRAFFIC.

The RIS states there will be a less than significant transportation impact from the Project, but transportation will still be studied in the Draft EIR. (RIS, p. IS-98.)

Although CEQA no longer considers vehicle delay as a significant transportation impact, analyses of traffic safety and educational impact by Project traffic are still necessary. The District is concerned with safety of, and delays to, drop-off and pick-up activities. The added delay can disrupt the educational day and could contribute to more frequent absences. Such disruptions would detract from the most effective educational program.

7-7

Further, drop-off (7:45 a.m. to 8:15 a.m.) and pick-up (2:30 p.m. to 3:20 p.m.) traffic at the three schools are very congested and will likely be made worse by Project construction. Additional delays and added traffic resulting from construction of the Project could exacerbate the congestion

and potentially threaten the safety of students exiting and entering vehicles. The queue of vehicles creates temporary restrictions to sight lines that exacerbate the safety of the three schools. The Draft EIR should identify appropriate mitigation measures to reduce any discovered potential safety or educational impacts to less than significant.

As discussed above, it is anticipated that the construction of the Project would result in lane and street closures. Additionally, it is anticipated that certain pedestrian and bicycle thoroughfares would be closed during construction. The Draft EIR needs to analyze the impact of such closures on students walking or biking to and from the four schools and include appropriate mitigation measures to ensure that the students can safely navigate their ways to and from school.

6. UTILITIES.

The RIS states that there are several utilities within 15 feet of the alignment along Prairie Avenue and a 60-inch LADWP main pipe located on the east side of Prairie Avenue. (RIS, p. IS-102.) Per Title 5, California Code of Regulations section 14010(h), any high-pressure or hazardous material pipeline within 1,500 feet of a school site could constitute a potential hazard to students and staff and that a pipeline safety study is necessary. Since the three schools are within 1,500 feet of the Project, any relocation or addition of such pipelines needs to be analyzed and appropriately mitigated in the Draft EIR.

7-8

CONCLUSION.

The District desires that the Project's potentially significant and cumulative impacts to the students, parents, faculty, and staff of the District's schools are appropriately analyzed and mitigated while this important mass transit project becomes a reality. Accordingly, the District respectfully requests that the Draft EIR include those analyses and mitigation measures pertaining to the four schools as set forth herein.

Thank you for the opportunity to participate in this review process and for your consideration of the above. We look forward to continuing to work collaboratively with the City on this and many other projects to benefit the students and communities of Inglewood. If you have any questions or wish to meet, please contact me at Erika.Torres@inglewoodusd.com or call me at (323) 459-9291.

7-9

Sincerely,

Erika F. Torres

Erika F. Torres, Ed.D., MSW
County Administrator
Inglewood Unified School District

IS Comment (Culver CityBus) CL 8

Zhang, Kaitlyn <Kaitlyn.Zhang@culvercity.org>

Mon 10/12/2020 12:49 PM

To: inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Cc: Chang, Diana <diana.chang@culvercity.org>;

Hello,

Please see below comment from Culver City Transportaon Departmen t(Culver CityBus) on the Revised Inial Study of the Inglewood Transit Connector Project.

> Regarding *Page IS-1 and IS-2, Refinements and modificaons t o the proposed staon in the original NOP and IS, the project alignment was revised from an approximately 1.8-mile long alignment with 5 staons t o an approximately 1.6-mile long alignment with 3 staons.*
> Culver CityBus Comment: Since the revised project scope is to only have up to three staons, the final s taons should de designed to be as close as possible to the exisng tr ansit services in the area and the new Intermodal Transit Facility (ITF) in order to provide smooth transit connecons.

8-1

Thank you.

Kaitlyn Zhang
Management Analyst | Transportaon Planner
City of Culver City (Culver CityBus)
(310) 253 6503

The City of Culver City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

CL 9

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

October 13, 2020

Sent Electronically

Ms. Mindy Wilcox, AICP
Planning Manager
City of Inglewood Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Email: inglewoodtransitconnector@cityofinglewood.org

RE: Revised Notice of Preparation (NOP) and Initial Study (IS) for the Inglewood Transit Connector Project

Dear Ms. Wilcox:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Inglewood Transit Connector Project Notice of Preparation (NOP) and Initial Study (IS). The project proposes to build an automated people mover (APM) to transport pedestrians between Metro's Crenshaw Line station, downtown Inglewood, the Forum, and SoFi Stadium. The proposed 1.6 mile long above ground APM will be constructed along Market Street, Manchester Boulevard, and Prairie Avenue with a total of three stations. Construction will occur within the public right of way.

I. Nine historic resources within the Project Area will be adversely impacted by the proposed project

The Project Area for the Inglewood Transit Connector Project contains ten identified historic resources. Of the ten, nine are located between East Regent Street and Manchester Boulevard and the Forum located on Prairie Avenue. Between Regent and Manchester, eight historic resources are identified as eligible for listing in the California Register of Historical Resources and National Register of Historic Places. One property, the Fox Theater located at 115 N Market Street, is listed on the National Register.

9-1

As Historic Resources Group (HRG) stated in their Preliminary Historic Resources Investigation (Appendix B) of the Initial Study, the project will have significant and unavoidable indirect impacts to historic resources if constructed.

II. Alternatives to the proposed route must be explored

As stated above, the proposed project will have significant and unavoidable adverse impacts. The Conservancy urges the City of Inglewood to review and consider all available alternatives to this plan. Is it essential for the APM to travel along Market Street or is there an environmentally superior project route? Can the APM be designed in a manner that may reduce impacts on historic resources to less than significant levels? Such alternatives should be fully explored and seriously considered to avoid impacts to historic resources. 9-2

III. Conclusion

As proposed, Inglewood Transit Connector Project will have significant and unavoidable impacts to historic resources. The current APM route, which moves south along Market Street and East along Manchester Boulevard contains a collection of historic resources that date from 1920 to 1950. To avoid impacts to these resources, the Conservancy strongly encourages the City of Inglewood to explore alternative routes as well as APM designs whereby the impacts may be reduced to less than significant levels. 9-3

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,



Adrian Scott Fine
Director of Advocacy

Interested Parties and Individuals

CL 10

THOMAS SAFRAN & ASSOCIATES

October 12, 2020

Ms. Mindy Wilcox, AICP
Planning Manager
City of Inglewood
One W. Manchester Boulevard
Inglewood, California 90301

mwilcox@cityofinglewood.org

Re: Inglewood Transit Connector Project Initial Study

Dear Ms. Wilcox:

I am writing on behalf of Thomas Safran & Associates (TSA), a local stakeholder in the Inglewood Community, to provide comment on the Revised Initial Study the City of Inglewood ("City") recently released for the Inglewood Transit Connector project (ITC). TSA owns four properties on Market Street in close proximity to the proposed northern terminus of the ITC. In the collaborative spirit in which TSA and the City have partnered to bring over three hundred residential units to this area, TSA is looking forward to working with the City to help ensure that the ITC matches the long-planned vibrancy for the neighborhood surrounding the Downtown Inglewood Metro station.

10-1

Given the proximity of TSA's properties to the alignment, especially the northern terminus, TSA would like to review more detailed information about the project, including plans, renderings, and other available project concepts and anticipated specifications. Evaluating plans for the proposed northern terminus of the ITC, its design (including anticipated finishing materials) and connection to the Downtown Inglewood Metro station would equip TSA to offer meaningful feedback that will benefit the ITC, TSA's neighboring residential projects, and other nearby structures. TSA would prefer to review such materials prior to the commencement of EIR analysis. However, if such materials are not available, TSA is willing to work with the City on their development.

As the City proceeds with environmental analysis, TSA requests that the EIR treat TSA's properties as sensitive receptors for all noise, air quality, and GHG analysis. The Revised Initial study acknowledges the property identified by the City as *D-3* is currently under construction with residential uses; as such, it will be evaluated as a sensitive receptor. TSA requests that the EIR also treat properties located at 139 North Market Street and 158 North Market Street as sensitive receptors. Though these lots are currently vacant, TSA purchased them from the City with the understanding that they would be developed with residential units. Similarly, TSA has been analyzing renovating the Fox Theater as a residential structure. As TSA continues working towards the goal of establishing residential uses at these locations, it is important that the EIR simultaneously analyze that eventuality.

10-2

In addition to analyzing these properties as sensitive receptors, TSA has identified issues specific to these properties that we want to bring to the City's attention prior to commencement of EIR analysis. Light, glare, shade, and shadow could potentially create aesthetic impacts to residential units located at D-3, 139 North Market Street, and 158 North Market Street. Further, project design analyzed by the

10-3

11811 SAN VICENTE BLVD. LOS ANGELES, CA 90049-5063 TEL (310) 820-4888 FAX (310) 207-6986

THOMAS SAFRAN & ASSOCIATES

EIR should account for posts and other equipment at street level to ensure that development of residential or mixed-use projects at 139 North Market Street and 158 North Market Street is not precluded by the ITC. The EIR should memorialize that the ITC will specifically be designed to allow for these projects' development. TSA would appreciate analysis of engineering solutions the EIR could include to mitigate and/or avoid these potential impacts. 10-4

The Revised Initial Study acknowledges that the Fox Theater is listed on the National Register of Historic Places but suggests that impacts to the Fox Theater as a historic resource would be limited since the ITC would not be taller than the structure. As the building is characterized by its architectural significance, it is important that the EIR analyze how the ITC may impact the Fox Theater, a historic resource, pursuant to Public Resources Code § 21084.1. 10-5

Finally, TSA is requesting more information regarding the anticipated Overlay Zone described in the Revised Initial Study. TSA believes that, consistent with state policy prioritizing transit-oriented development, any overlay zone implemented associated with the ITC should include zoning refinements to expedite the entitlement process for mixed-use and residential development. TSA is willing to work with the City to help ensure that the anticipated Overlay Zone is consistent with the City's intentions. 10-6

TSA is excited to be a part of the emerging Inglewood. Major changes in Inglewood are underway, with the renovation of the Forum, the opening of Sofi Stadium, and the Basketball and Entertainment Center. The City continues to implement its vision for the future of Inglewood, connecting these exciting venues to the County's mass transit system. TSA considers itself a proud stakeholder in the reimagining of Inglewood, developing much needed housing in the heart of the City which will allow the community to live and thrive around these new facilities. We look forward to our continued, enduring partnership with the City. 10-7

Sincerely,

Jordan Pynes
President
Thomas Safran & Associates

11811 SAN VICENTE BLVD. LOS ANGELES, CA 90049-5063 TEL (310) 820-4888 FAX (310) 207-6986

CL 11

Build Your Dreams®

October 8th 2020

Ms. Mindy Wilcox, AICP
Planning Manager
City of Inglewood
One W. Manchester Blvd, 4th Floor
Inglewood, CA 90301

RE: Inglewood Transit Connector Revised Notice of Preparation

Dear Ms. Wilcox,

BYD has reviewed the *Revised Notice of Preparation for an Environmental Impact Report* dated September 10th 2020 and we appreciate the opportunity to do so at this critical juncture for the project.

11-1

Please note that BYD does not have comments on the *Revised Notice of Preparation*. We and our partners remain in full support of this truly transformative project for improved mobility in the City of Inglewood and Los Angeles County. We look forward to the positive social and economic benefits transportation systems like these can bring to the communities in which we serve.

Sincerely,

Patrick Duan
Senior Vice President of Operations
BYD Transit Solutions

CL 12

Mindy Wilcox, AICP
Planning Manager
City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, Ca. 90301

Comments regarding: Revised notice of preparation for the Inglewood Transit Connector Project

In the original Notice of Preparation (NOP), four potential sites were identified for the support facilities. In the revised NOP, it appears that one of the sites has been selected as the Maintenance Support Facility (MSF). This selected site is currently occupied by a VONS supermarket, Planet Fitness, and gas station. Based on the information provided in the NOP, the businesses within this commercial plaza would be demolished. 12-1

In general, I am supportive of the transit project, but strongly opposed to an eminent domain acquisition and demolishment of the VONS supermarket. The VONS at this location serves thousands of Inglewood residents in the surrounding geographical area. It is the only one of two supermarkets located between the western border and eastern border in the city of Inglewood, that is South of Florence Blvd. and North of Century Blvd. 12-2

This VONS serves a large swath of Inglewood residents and is largely walkable from a good portion of the area. This VONS also serves many senior citizens who live in the area such as myself, a resident of the area for the last 20 years. In my opinion, the loss of VONS would be a huge impact as it would be a sacrifice that would become a permanent inconvenience to the surrounding community.

The Automated People Mover would minimize automotive traffic through the city between certain hours of the weekday and weekends. However, the loss of the VONS supermarket that is available to residents 18 hours a day and 7 days a week is not an acceptable tradeoff. 12-3

Personally, I do not think there has been sufficient outreach to let the community know what will be impacted in this proposal. There was one outreach meeting sponsored by Trifiletti Consulting in late 2019, but no other information in the last 9 months prior to the revised NOP. 12-4

I would request that the consultants look again at the potential site that sits near the north west corner of Prairie and Century as an alternate MSF location. It was identified as a gas station and auto shop in the initial study. It seems to me that this location would have less of an impact to the residents of the city that reside in or near the project area. 12-5

Also, the description of the potential station location at Prairie Ave/Pincay Drive does not indicate if there would be a street closure involved going west on Kelso street, or going east on Pincay street. If so, this would also be a huge inconvenience for the area residents. I hope to see more information and have input regarding the ongoing plans for this intersection and the transit project as a whole. 12-6

Regards,
William Harris, Inglewood Resident

ATTACHMENT 9

Summary Matrix of Comments and Topics for Revised NOP and Revised Initial Study

Summary of Matrix Topics

Comment Number	Agency/Entity/ Individual	Name of Commenter	Date	Address	City/State/Zip	Email/Website	EIR Topics	Comment Letter Bracket
State Agencies								
1	State of California, Native American Heritage Commission	Andrew Green, Cultural Resources Analyst	9/14/20	1550 Harbor Blvd., Suite 100	Sacramento, CA 95691	andrew.green@nahc.ca.gov	Tribal	1-1, 1-2
2	State of California, Department of Transportation	Miya Edmonson, IGR/CEQA Branch Chief	10/12/20	100 S. Main St., MS 16	Los Angeles, CA 90012	https://dot.ca.gov/caltrans-near-me/district-7	Not An Environmental Comment	2-1,
							Transportation	2-2, 2-3, 2-4, 2-5, 2-6
Regional Agencies								
3	Los Angeles County Transportation Agency	Shine Ling, Manager	10/12/20	One Gateway Plaza	Los Angeles, CA 90012	lings@metro.net	Not An Environmental Comment	3-1
							Transportation	3-2, 3-3, 3-4, 3-5
							Air Quality, Noise, Public Service, Cumulative	3-5
4	South Coast Air Quality Management District	Lijin Sun, Program Supervisor CEQA IGR Planning, Rule Development & Area Sources	10/12/20	21865 Copley Dr.	Diamond Bar, CA 91765	lsun@aqmd.gov	Air Quality, GHG	4-1, 4-2, 4-3, 4-4, 4-5, 4-6, 4-7
5	Los Angeles County Public Works	Toan Duong, Civil Engineer	10/12/20	One W. Manchester Blvd., 4th Floor	Inglewood, CA 90301	tduong@dpw.lacounty,gov	Not An Environmental Comment	5-1, 5-5
							Hydrology and Water Quality	5-2,
							Utilities and Service Systems	5-3, 5-4
6	Los Angeles County Fire Department	Ronald M. Durbin, Chief	10/15/20	1320 North Eastern Ave.	Los Angeles, CA 90063	www.fire.lacounty.gov	Not An Environmental Comment	6-1
							Public Services	6-2
							Land Use, Utilities and Services	6-3
							Biology	6-4
							Hazardous Waste	6-5
Local Agencies								
7	Inglewood Unified School District	Erika F. Torrex, Ed.D., MSW, County Administrator	10/12/20	401 S. Inglewood Ave.	Inglewood, CA 90301	erika.torress@inglewoodsun.com	Not An Environmental Comment	7-1, 7-9
							Aesthetics	7-2, 7-3
							Air Quality	7-2, 7-4
							Hazards and Hazardous Materials	7-2, 7-5
							Noise	7-2, 7-6
							Transportation	7-2, 7-7
							Utilities and Services	7-2, 7-5, 7-8
8	City of Culver City (Culver CityBus)	Kaitlyn Zhang, Management Analyst/ Transportation Planner	10/12/20	4343 Duquesne Ave.	Culver City, CA 90232	kaitlyn@zhang@culvercity.org	Transportation	8-1
9	Los Angeles Conservancy	Adrian Scott Fine, Director of Advocacy	10/13/20	523 West Sixth Street	Los Angeles, CA 90014	afine@laconservancy.org	Historical Resources	9-1, 9-2, 9-3
Interested Parties and Individuals								
10	Thomas Safran & Associates	Jordan Pynes, President	10/12/20	11811 San Vicente Blvd.	Los Angeles, CA 90049	http://www.tsahousing.com	Not An Environmental Comment	9-1,9-7
							Air Quality	9-2
							Noise	9-2
							GHG	9-2
							Aesthetics	9-3
							Land Use	9-4, 9-6
							Cultural	9-5
10	Build Your Dreams Transit Solutions	Patrick Duan	10/9/20	1800 S. Figueroa St.	Los Angeles, CA 90015	https://en.byd.com	Not An Environmental Comment	10-1
11	--	William Harris	10/12/20	--	--	--	Not An Environmental Comment	11-1, 11-4
							Land Use	11-2, 11-3, 11-5
							Transportation	11-6

APPENDIX 3.0

PROJECT DESCRIPTION

Appendix 3.0.1

Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR
Project Definition, December 2020







INGLEWOOD TRANSIT CONNECTOR

OPERATING SYSTEM CONCEPTUAL PLANNING

EIR PROJECT DEFINITION

DECEMBER 2020

LEA ELLIOTT

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1. Introduction

1.1. Project Background

The City of Inglewood is currently developing an Environmental Impact Report to evaluate the environmental effects of the proposed Inglewood Transit Connector (ITC) Project.

The ITC Project was developed to address the anticipated increase in mobility needs due to the City's projected population and employment growth and the new sports and entertainment venues. The City recognized that in order to provide quality and high level of service for residents, commuters, and event attendees, a transit system providing the “last mile” connection between the future Metro Crenshaw/LAX Station and the event venues is needed. The transit system would also improve economic activity along the alignment, providing opportunities for integration with transit-oriented development and other initiatives in the area.

In June 2018, the City of Inglewood released their Envision Inglewood report which established the City’s locally preferred alternative for providing automated transit service to the City’s growth centers. Named the Inglewood Transit Connector (ITC), this system would provide high-frequency service between the future Downtown Inglewood Metro Crenshaw/LAX Station and the Forum; the Los Angeles Stadium and Entertainment District at Hollywood Park (LASED), which is the home of the LA Rams and LA Chargers NFL teams; and the Inglewood Basketball and Entertainment Center (IBEC), which is the future home of the LA Clippers NBA team. The ITC system will provide service to residents and commuters on non-event days, and special event service on event days.

1.2. Report Purpose

The scope of this report is to present the results of the conceptual planning performed in support of the development of the EIR project definition.

The analysis includes:

- Description of the Automated People Mover (APM) configuration, including guideway geometry
- Overview of the APM demand
- Basis for the APM project
- Description of APM system operations and operating modes
- Normal and event-based operations
- Round trip times, fleet, and system capacity
- Maintenance and Storage Facility conceptual requirements
- Power Distribution Substation conceptual requirements
- Conceptual cost estimates for the APM operating system

These Conceptual Plans identify the proposed Alignment for the APM, which will be in the public right of way, with supporting facilities on property located adjacent to the public right of way as described further below. These Conceptual Plans will be refined as design of the facility progresses. However, in order to evaluate potential impacts of the project, the size of the APM guideway, columns and other components of the Project as identified in the Conceptual Plans illustrate the likely maximum potential

size of these elements. The location, layout, and size of the proposed stations, traction power substations, and maintenance and storage facility as illustrated in the Conceptual Plans also represent the likely maximum potential size of these facilities for the purpose of analyzing the potential impacts of the Project. The description of the proposed changes to streets identified in the alignment plans are also illustrative and identify the likely maximum potential extent of changes to existing streets proposed as part of the Project. Engineering and design-level details of the Project will be refined as the Project moves through the environmental review, approval, procurement, and design processes

1.3. Basic Assumptions

Initial planning for the ITC project was conducted under the Envision Inglewood effort, which included an alignment alternatives review, ridership development, operational analysis, and identification of the preferred alignment.

For this project, assumptions and parameters established under the Envision Inglewood effort were reviewed to determine their continued applicability for the ITC project. The following assumptions for the operations of the ITC system were identified as being relevant and are continued to be used as basic assumptions for the ITC Project.

- The ITC alignment would further refine Alignment A of Envision Inglewood: Market-Manchester Alignment, which was selected as the preferred alignment for further study. This alignment is also included in the City of Inglewood Notice of Preparation and Notice of Public Scoping Meeting for an Environmental Impact Report, July 16, 2018.
- The five-station alignment developed for the Envision Inglewood project was further refined for cost and operational efficiencies. The proposed dual lane system serves three (3) stations:
    - Market Street / Florence Avenue Station (Market St. Station), located at Market St. and Florence Ave., which provides connection to the future Downtown Inglewood Metro Crenshaw/LAX Station;
    - Prairie Avenue / Pincay Drive Station (Forum Station), located at Prairie Ave. and Pincay Dr., which provides connection to The Forum and LASED; and
    - Prairie Avenue / Hardy Street Station (Hollywood Park Station), located at Prairie Ave. and Hardy St. which provides connections to LASED and the IBEC Project.
- The ridership developed for the Envision Inglewood Appendix B: Ridership Memo was refined based on the assumptions used in the IBEC EIR effort to ensure the basis for both projects are consistent.
- Capacity per car is based on a passenger space allocation of 2.7 square feet per passenger identified in Envision Inglewood, Section 4.5 Operations Analysis, which this evaluation confirms is consistent with the FTA Transit Cooperative Report Program 57's definition of AW2 design load (seated plus 4 standing passengers per square meter).
- Technology will be automated people mover (APM) systems, which include the three potential self-propelled technologies identified in the Envision Inglewood report: rubber-tire, large monorail, and steel wheel/steel rail were identified to be maintained for consideration. These three technologies were further assessed as part of the ITC Project. See Section 3. The

assessment found that while the application of steel wheel/steel rail technology is considered challenging due to the physical constraints, they are not precluded from proposing on the project to provide industry an opportunity to evaluate and determine its applicability to the project.

- The system operates daily from 6am to 11:59pm and shuts down from 12am to 5:59am. Extended hours may be operated for special event days.

2. System Layout

The ITC systems is a fully elevated, APM system, spanning a total length of approximately 8,500 ft. (dual lane) and connecting a total of three, center platform stations, as shown in Figure 2-1.

On the north end of the alignment, the system begins with the Market St. Station located on Market St. just south of Florence Ave., serving the future Metro/LAX Crenshaw LRT Station located on Florence Ave and the historic Market St. district. The ITC Project will operate as an extension of existing transit facilities by providing a station and passenger walkway connecting the ITC Project to the Downtown Inglewood Station on the Metro Crenshaw/LAX Line. The ITC Project is necessary to close the last-mile gap between the Crenshaw/LAX line and the City's new activity centers, allowing passengers to transfer to or from the Crenshaw/LAX Line to the City's activity centers. The alignment runs southwest for approximately 0.35 miles, turning east at Manchester for another 0.5 miles until turning south on Prairie Ave.

The alignment continues south on Prairie Ave. for approximately .75 miles, ending north of Hardy St. The two event-serving stations, Forum Station and Hollywood Park Station, are located along Prairie Ave. Further information on stations is provided in Section 6.

The stations are located over the roadways to minimize impacts to existing developments and to remain within the public right of way to the extent possible; this approach minimized impacts on private properties and the potential acquisition requirements. Where possible, the dual tracks are narrowed and designed to allow for a single column to support the structure, thus minimizing the infrastructure needs.

Trains will be maintained and stored at an off-line Maintenance and Storage Facility (MSF), which is planned to be located at 500 E Manchester Blvd, Inglewood, CA 90301 at Manchester Blvd. and S Hillcrest Blvd. Further information on the MSF is provided in Section 8.

The system is planned to be powered by two power distribution substations. The final locations of the substations are yet to be confirmed with the local utility and City as of the time of the writing of this report. However, tentative locations have been identified and are discussed in Section 9.

The alignment profile was developed assuming a minimum clearance of 16 ft. – 6 in. is required above all roadways. The alignment elevation is dictated by the elevation at the stations. The alignment elevation between stations is then adjusted to ensure the minimum roadway clearance is maintained.

The full alignment plan and profile is provided in Appendix A.



Figure 2-1: Map of Proposed System Alignment
(Preliminary conceptual draft: subject to change)

2.1. Utilities Review

During the development of the ITC alignment, the City of Inglewood advised that the large water and sewer pipes along Prairie Ave. are to be avoided. Relocation of these utilities would be a major effort.

Based on the review of the City-provided utility information, the large water and sewer pipes are concentrated either in the center or eastern edge of Prairie Ave. The location of these pipes is provided in Appendix B.

The location of these utilities guided the development of the alignment along Prairie Ave. Where the alignment is pinched together to be as narrow as possible, the alignment is located on the western edge of Prairie Ave., thus allowing for future columns to avoid the large water and sewer utilities.

2.2. Alternatives

The five-station alignment developed for the Envision Inglewood project was further refined as part of the ITC Project. This effort included the refinement of the alignment and station locations, including review of a station south of Century Blvd. As part of an optimization effort, station locations and their connectivity to the City's growth centers were assessed against various parameters, including passenger demand, operations, and cost. Through this effort, the alignment was refined to three stations, optimizing the level of service for its passengers while providing cost benefits. The Market St. Station was refined to allow for a more seamless connection to the Metro station, minimizes infrastructure over Market St., and provides residential and commercial development opportunities to further enhance the Market Street commercial district. Manchester Station was removed as a non-event serving station. The Forum Station and Hollywood Park Station locations were refined to optimize service to the future growth centers, The Forum, the LASED development, and the IBEC development.

3. Technology

The ITC Project's transit technology is a form of light rail technology that can be steel-wheel/steel rail, rubber tired, or magnetically levitated. The technology can also be supported on dual rails (that may be steel rail or concrete plinths), straddling or suspended from a single beam/rail such as in a monorail type technology, and operate within a dedicated trainway. Power distribution will be through a third rail instead of overhead catenary to avoid additional visual impacts due to the overhead catenary system wires and support structures. It will be fully automated (i.e. driverless) which is necessary to operate at the tight headways to meet the projected ridership needs. The vehicles are smaller than traditional heavy rail technology so as to successfully maneuver the tight curves driven by the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated people movers or simply monorails; regardless of the terminology used it is a form of a light rail technology.

3.1. Technology Assessment

As part of this ITC project, the Envision Inglewood technology conclusions were further assessed against the ITC project's alignment and station refinement efforts. These refinement efforts focused on ensuring that the physical requirements for the project (i.e. alignment including turn radii, guideway widths, station sizes, traction power substations and Maintenance and Storage Facility) were developed based on maximizing the number and types of automated transit system technologies that may be viable for the project – this encourages a robust competitive procurement environment. A key driver of potential technology viability was the ridership capacity, ability to fit within the physical project requirements, operational flexibility, and noise during operations.

The Envision Inglewood technology evaluation identified Large Monorail and Rubber-tire APMs as the technology to be maintained for consideration for the ITC project, and identified large automated steel-wheel/steel rail technology as a "maybe" for further consideration.

As part of this ITC project, the technical requirements for large automated monorail, rubber-tire, and automated steel-wheel/steel-rail, also known as automated light rail transit (ALRT), were reviewed against the public right of way and property availability to determine the technologies best applicable for the project. The results of the review, also summarized in Table 3-1, are as follows:

- It was confirmed that large, automated monorail and rubber-tire APM technologies are still applicable and appropriate for the project. The requirements for rubber-tire and large monorail APM technologies were used in the project design.
- The review concluded that the typical automated steel-wheel/steel-rail requirements of technologies currently available should not continue to be used in alignment planning due to the resulting need for additional property acquisitions requirements and potential higher noise levels.
- **Although steel-wheel/steel rail design requirements were not applied to the design of the project, they are not precluded to propose on the project if they can fit within the identified right of way and meet all other specified requirements.** This provides industry the opportunity

to offer the best possible solution for application of steel-wheel/steel rail technology to the project, within the constraints that are defined.

While rubber tired APM systems, including monorail systems, can be readily applied to the project requirements as defined, steel wheel/steel rail technologies may also be applied to the project provided they sufficiently demonstrate the ability to comply with the established project requirements including maximum limits on noise and fitting within the defined physical space of the project. Certain suppliers offer or are in the process of updating their steel wheel/steel rail technologies to meet these requirements, and it is therefore prudent to allow the market to determine the best solution in terms of the proposed technology as part of the procurement process.

TECHNOLOGY	MEETS CAPACITY	STAYS WITHIN ALIGNMENT SPECIFIC CONSTRAINTS/ GEOMETRY	AVOID MSF PROPERTY IMPACTS	LOW NOISE POLLUTION	SUMMARY OF VIABILITY
Rubber-tire APM	Yes	Yes	Yes (Fits within proposed site)	Yes	Yes
Monorail	Yes	Yes	Yes (Fits within proposed site- requires two trains to be stored at stations)	Yes	Yes
ALRT*	Yes	No	No	No	Not recommended

*Steel wheel/steel rail are not precluded from proposing.

Table 3-1: Summary of comparison between possible rail technologies

The following sections provide further information on the rubber-tire, large monorail, and automated steel-wheel/steel-rail technologies and suppliers.

3.2. Self-Propelled Rubber-Tire APMs

Large rubber-tire APM systems are in widespread use at airports around the world, as well as in urban areas. These systems feature one-car to six-car trains operating in a shuttle or pinched loop configuration. Typical characteristics include:

- Train speeds of up to 50 mph;
- Urban system car capacity of approximately 90 to 100 passengers per car;
- Minimum turning radius of 180 ft.;
- Vehicle dimensions of approximately 40 to 42 ft. long by approximately 9 ft. wide;
- Maximum recommended grade of 6%.

Currently available self-propelled rubber-tire APM technologies are:

- Bombardier INNOVIA APM 300
- Mitsubishi Heavy Industries (MHI) Crystal Mover
- Siemens CityVAL and AirVAL: Currently implementing first AirVAL system at Bangkok Suvarnabhumi International Airport and CityVAL is anticipated to begin service in Rennes, France in December 2020.
- IHI/Niigata I-Max: IHI / Niigata has developed a new, larger vehicle, the "I-Max", and tested it extensively on a test track in Korea. This vehicle has yet to be implemented on a project.
- Woojin Industrial Systems Rubber-tire APM

These are generally proprietary technologies that preclude interoperability as they each have different physical dimensions, power/signaling requirements, guidance mechanisms, and other features. MHI and IHI are potential exceptions to this rule, though interoperability requirements significantly limit the range of vehicle design, performance and other factors.

While rubber-tire APMs are most common at airports, they are also operated as urban transit systems. Urban Systems where this technology is operating, and the suppliers of the systems include:

- Europe
  - France Rennes Metro: Siemens CityVAL
- United States
  - Miami, Florida Metromover: Bombardier
- Asia
  - Shanghai Metro Line 8: Bombardier INNOVIA APM 300
  - Guangzhou Zhujiang New Town: INNOVIA APM 100
  - Singapore Bukit Panjang LRT: Bombardier INNOVIA APM APM 100
  - Singapore Sengkang and Punggol LRT: MHI Crystal Mover
  - Macau Taipa LRT: MHI Crystal Mover (opening 2019)

Bombardier INNOVIA APM 300

Bombardier has provided by far the most airport and urban APM systems. In addition to 20 worldwide airport projects, they have also implemented six urban systems in China, Singapore, and the United States. Their current vehicle is the INNOVIA APM 300, operated at Dubai International Airport and being implemented at Frankfurt International Airport. The INNOVIA APM 300 is a center-guided vehicle, with all guidance, power rails, and equipment located between the vehicle tires.



Figure 3-1: Bombardier INNOVIA APM 300, Shanghai (Source: chinanews.com)

MHI Crystal Mover

MHI (Mitsubishi Heavy Industries) has several urban APMs in Japan and Singapore and is nearing the completion of the Macau Taipa line, which will operate 11 stations and 55 vehicles. It is also a strong player for airport APM systems, with 12 total urban and airport projects worldwide. The Crystal Mover is a side-guided vehicle, with all guidance and power rails and equipment located on the sides of the vehicle.



Figure 3-2: MHI Crystal Mover, MIA Mover, Miami International Airport (Source: Lea+Elliott)

Siemens AirVAL

Siemens Transportation's latest generation of their VAL system are the AirVAL and CityVAL transportation systems. The AirVAL and CityVAL systems differ in vehicle width only; all other systems (train control, guidance, etc.) are the same. In 2018, Siemens began operation of their first CityVAL system on the Rennes Metro in France and they are implementing their AirVAL system at Bankok's Suvarnabhumi International Airport. The AirVAL and CityVAL are center-guided vehicles, with all guidance and power rails and equipment located between the vehicle tires.



Figure 3-3: Siemens CityVAL, Rennes, France (Source: Siemens)

IHI/Niigata I-MAX

IHI/Nigata has developed a new Japanese standard vehicle, the "I-Max", and tested it extensively on a test track in Korea as shown in the figure. However, this vehicle has yet to be implemented on a project, the I-Max is larger than the vehicles that IHI provided to Hong Kong International Airport. The I-MAX is a side-guided vehicle, with all guidance and power rails and equipment located on the sides of the vehicle.



Figure 3-4: IHI I-Max

Woojin Industrial Systems

Woojin is a newer APM supplier with only two airport APM systems in operation. The Seoul Incheon airsideTerminal 2 shuttle APM system began operations in January 2018, and the Jakarta Soekarno-Hatta Airport landside systems began operations in 2018. In addition, Woojin implemented the Busan metro line No. 4 (South Korea) which operates their automated guideway transit (AGT) technology, a similar automated, rubber-tire technology. The Busan system started revenue service in 2011.



Figure 3-5: Woojin APM, Soekarno-Hatta Airport, Indonesia (Source: Gunawan Kartapranata)

3.2.1. Applicability to ITC Project

Rubber-tire APMs are feasible and applicable for the ITC project.

- Capacity: With a vehicle capacity of approximately 97 passengers per car, this technology can meet the demand requirements for the ITC project.
- Alignment Specific Constraints / Geometry: The minimum turning radii for operating and maintenance tracks are well suited for the urban environment and geometric constraints of the Manchester MSF location. This technology has the least impacts to existing properties.
- MSF: The site slated for the ITC MSF can fit an MSF facility capable of performing all required maintenance and can store the full 8-train fleet.
- Noise: Rubber-tire systems have much lower noise impacts compared to rail system.

3.3. Monorails

Monorails are in widespread use in urban environments around the world, as well as some systems at airports. The unique feature of monorails is that they are either supported by or suspended by a single beam, which generally provides a minimized visual impact. Monorails feature connected vehicles operating in a shuttle or pinched loop configuration. Typical characteristics include:

- Train speeds of up to 50 mph;
- Urban system car capacity of approximately 90 to 110 passengers per car;
- Minimum turning radius of 200 ft.;
- Vehicle dimensions large monorails of approximately 55 to 65 ft. long by approximately 9.5 ft. to 10.3 ft wide; and
- Maximum recommended grade of 6%.

Example large monorail systems are:

- Bombardier INNOVIA Monorail 300;
- Hitachi; and
- Scomi Rail.

These are generally proprietary technologies that preclude interoperability as they each have different physical dimensions, power/signaling requirements, guidance mechanisms, and other features.

Urban monorail systems and the suppliers of the systems include:

- South America
  - Sao Paulo Monorail, Brazil: Bombardier
- United States
  - Las Vegas Monorail: Bombardier
- Asia
  - Daegu, South Korea: Hitachi
  - Chongqing, China: Hitachi
  - Riyadh, Saudi Arabia: Bombardier
  - KL Line, Kuala Lumpur Malaysia: Scomi

Bombardier Innovia 300

Bombardier has implemented their Innovia monorail technology in multiple locations worldwide, including in China, Korea, Japan, and the United States. Their current vehicle is the Innovia 300, implemented most recently in Brazil. The technology is a straddle-beam technology.



Figure 3-6: Las Vegas Monorail Four-Car Vehicle

Hitachi

Hitachi has a range of monorail vehicle sizes, ranging from small systems, such as the monorail on Sentosa island in Singapore, to large technologies implemented in Daegu, South Korea. The technology is a straddle-beam technology.



Figure 3-7 Hitachi Monorail, Daegu Metro Line 3 (Image source: IMKSv)

Scomi Rail

Scomi Rail is a rolling stock supplier in Malaysia, implementing multiple projects in Asia including in Kuala Lumpur and Munbai. The technology is a straddle-beam technology.



Figure 3-8: Scomi Rail Monorail, Kuala Lumpur (Image Source: Howard Pulling)

BYD Skyrail

Build Your Dreams (BYD) is currently actively marketing their Skyrail monorail technology worldwide. Skyrail currently has projects in implementation; however, no projects are currently in operation. The technology is a straddle-beam technology.



Figure 3-9 BYD Skyrail Monorail, Shenzhen (Image source: BYD)

3.3.1. Applicability to the ITC Project

Large monorails are feasible and applicable for the ITC project.

- Capacity: With a vehicle capacity of approximately 100 passengers per car, this technology can meet the demand requirements for the ITC project.
- Alignment Specific Constraints / Geometry: The minimum turning radii for operating and maintenance tracks are well suited for the urban environment and geometric constraints of the Manchester MSF location. However, it does have larger property impacts at tight turns at Market St./Manchester and Manchester/Prairie where tight turns are needed.
- MSF: The site slated for the ITC MSF can fit an MSF facility capable of performing all required maintenance and can store the six-train fleet.
- Noise: Rubber-tire systems have the much lower noise impacts compared to rail system.

3.4. Automated Light Rail Transit (ALRT)

Large steel-wheel APM systems operate in numerous urban settings and two landside airport applications: New York Kennedy (JFK) and the Beijing Capital (PEK) International Airports. Urban applications of this technology include Vancouver, Toronto, Detroit, Dubai, Riyadh, Copenhagen, Breccia, Kuala Lumpur, and Honolulu (under construction). Train length ranges from two to six vehicles. Train speeds range between 50 and 60 mph. Suppliers of this type of technology include Alstom, Ansaldo-Breda, Bombardier, MHI, and Rotan.

Three examples of automated light rail transit (ALRT) technologies and associated systems are:

- The Mark II system manufactured by the Bombardier and installed at New York JFK (Air Train), Beijing Capital International Airport (Airport Express of the Beijing Subway), and Vancouver (SkyTrain)
- Breda Metro driverless light rail system for Copenhagen, Denmark
- The Kinki Sharyo/Mitsubishi system for the Dubai Metro.

The greater capacity and speed of this technology makes it more suitable for systems with relatively straight alignment on dedicated transportation right of way for the system.



Figure 3-10: Bombardier MKII Sky Train Vancouver, British Columbia



Figure 3-11: KinkiSharyo/Mitsubishi, Dubai Metro, UAE

3.4.1. Applicability to the ITC Project

ALRT technology is not recommended for the ITC project. However, the technology is not precluded from proposing on the project if they can fit within the identified right of way and meet all other specified requirements.

- Capacity: With a vehicle capacity of approximately 140 passengers per car, this technology can meet the demand requirements for the ITC project.
- Alignment Specific Constraints / Geometry: The minimum turning radius (300 ft. operating) is larger than what can be easily accommodated in Inglewood's urban environment and geometric constraints of the Manchester MSF location. It results in much larger property impacts at tight turns at Market St./Manchester and Manchester/Prairie where tight turns are needed.
- MSF: It was found that the site slated for the ITC MSF resulted in space constraints for an ALRT MSF; further property acquisitions are likely to be required if an ALRT MSF is located at the ITC MSF site. However, an ALRT supplier is not precluded from proposing on the project if they can fit the ALRT technology into the identified MSF site without requiring additional property acquisitions.
- Noise: Generally, steel wheel/steel rail systems have higher noise levels than rubber-tire systems, and the tighter the turning radius, the higher the noise levels. As minimum turning radii will be required at Market St./Manchester and Manchester/Prairie, higher noise levels may

occur. However, there are certain suppliers and technologies that, if applied, can mitigate and limit the noise.

4. Projected Ridership

The basis for the normal weekday/weekend and event service projected ridership for the ITC project was first established in the Envision Inglewood report, detailed in the report's Appendix B: Ridership Memo. In the Envision Inglewood report, weekday and weekend demand was estimated on an hourly basis. For event ridership, pre-and post-event demand for small, medium, and large events at each The Forum, IBEC, LASED were estimated. Ridership was projected for all alignment alternatives.

As part of this project, the basis and methodology for the development of the Envision Inglewood ridership was reviewed. It was determined that the ridership projected for the Envision Inglewood Alignment A is applicable for the project definition effort of the ITC project.

The ridership projections were also re-calibrated against the IBEC EIR to ensure that the assumptions for the development of the projected ridership were consistent between the ITC and IBEC projects.

In addition, further assumptions were established that were necessary to solidify the projected ridership. Those assumptions are:

- While it cannot be confirmed that there will be no conflicting events at The Forum, LASED, and the IBEC, it is confirmed by the City of Inglewood that it can be assumed that if there are overlapping events, they will not be NFL and NBA games.
- No surge factor is applied to the ridership presented in Envision Inglewood. As the riders travel from events to the ITC station, they are metered and distributed at various points, including funneling through designated exists, walking the distance to the station, buying tickets at the ITC station, and passing through the fare gates. The riders can therefore be assumed to arrive in a fairly consistent rate throughout the hour.

Based on these assumptions, the following are the final projected ridership numbers for the ITC project:

PEAK PERIOD	PROJECTED RIDERSHIP	PROJECTED FREQUENCY
Normal Weekday/Weekend	441 peak hour passengers	Daily
Single Large Event: NFL Game	8,910 passengers departing the Los Angeles Stadium within the one hour after the end of event	20 events per year
Three-Event Scenario: NFL Midsized Game + IBEC Concert + Forum Concert	9,600 passengers departing Market St. Station post events	Rare

Table 4-1: Projected ridership numbers during peak periods

5. System Operations

5.1. Typical Operations

The ITC will be a "pinched loop" system, whereby trains operate back and forth from the Market St. Station to the Hollywood Park Station, stopping at each station along the way and reversing at "turnbacks" at each end of the system. Trains will crossover to the adjacent guideway prior to entering the Market St. Station and reverse direction when leaving the station. At the Hollywood Park Station end of the line, trains will also crossover prior to entering the station and reverse direction when leaving the station.

The system is planned to operate from 6am to 12am for normal weekday/weekend service, with the possibility to add trains and extend hours, as needed, to serve special events. Generally, additional service will be provided before the start of an event to bring passengers to the venue, and again at the end of the event to bring passengers back to the LA Metro system.

At the start of service, the Central Control Operator (CCO) will issue a command to initiate the required operations. The Automated Train Control (ATC) system will then automatically dispatch the necessary number of trains to the mainline from the MSF. The ATC system should be designed so that the station dwell times are adjusted until the trains are equally spaced at the required headway. To adjust the operating fleet for special event service, the CCO will issue commands to inject trains onto the mainline guideway. For removal of trains from the system, maintenance personnel will be staged at one or more stations to ensure that all passengers have deboarded the trains prior to the trains going out of service.

5.2. Simulation and Performance

The Lea+Elliott Train Performance Simulation Model (TPSim©) was run for the ITC alignment and the results were used to calculate the optimal number of trains and cars per train to provide the capacity required to meet the normal weekday/weekend and event ridership projections. An analysis of the minimum operating headway and other operating constraints were included in this analysis.

The simulation results are subject to change based upon refinements to the ridership demand forecasts and changes to the alignment, crossovers locations, station configuration, and other aspects of the system.

The following are the operational parameters assumed for the TPSim© simulation:

- Conventional self-propelled large APM technology
- Pinched loop operations, serving all three stations
- Maximum potential vehicle speed of up to 50 mph but operating at a maximum of 45 mph for passenger comfort
- Station dwell of 40 seconds to accommodate larger numbers of passengers needing to board or deboard at once, as would occur for events. The dwell times for normal weekday/weekend service is anticipated to be shorter due to low demand. The longer dwell time for event service is therefore assumed for the operational analysis.
- Simulation inputs included:

- Lateral acceleration: 0.075 g
- Jerk rate: 0.06 g/s
- Brake rate: 0.08 g/s
- Super elevation through curves: 3%
- Speed limits were applied in specific sections of the route to prevent speed surges (spikes) that would impact passenger ride comfort.

Based on the simulation, the estimated round trip time for the pinched loop is 12.5 minutes (750 seconds). Trip times, dwell times and round trip times for the pinched loop are shown in Table 5-1. Graphs of train velocity and trip distance versus time are provided in Figure 5-1.

TO / FROM	MARKET STREET	THE FORUM	HOLLYWOOD PARK
Market Street	N/A	4.7	6.8
Forum	3.7	N/A	2.1
Hollywood Park	5.7	2.0	N/A

Table 5-1: Forecasted Northbound Station-to-Station In-Vehicle APM Travel Times (minutes)

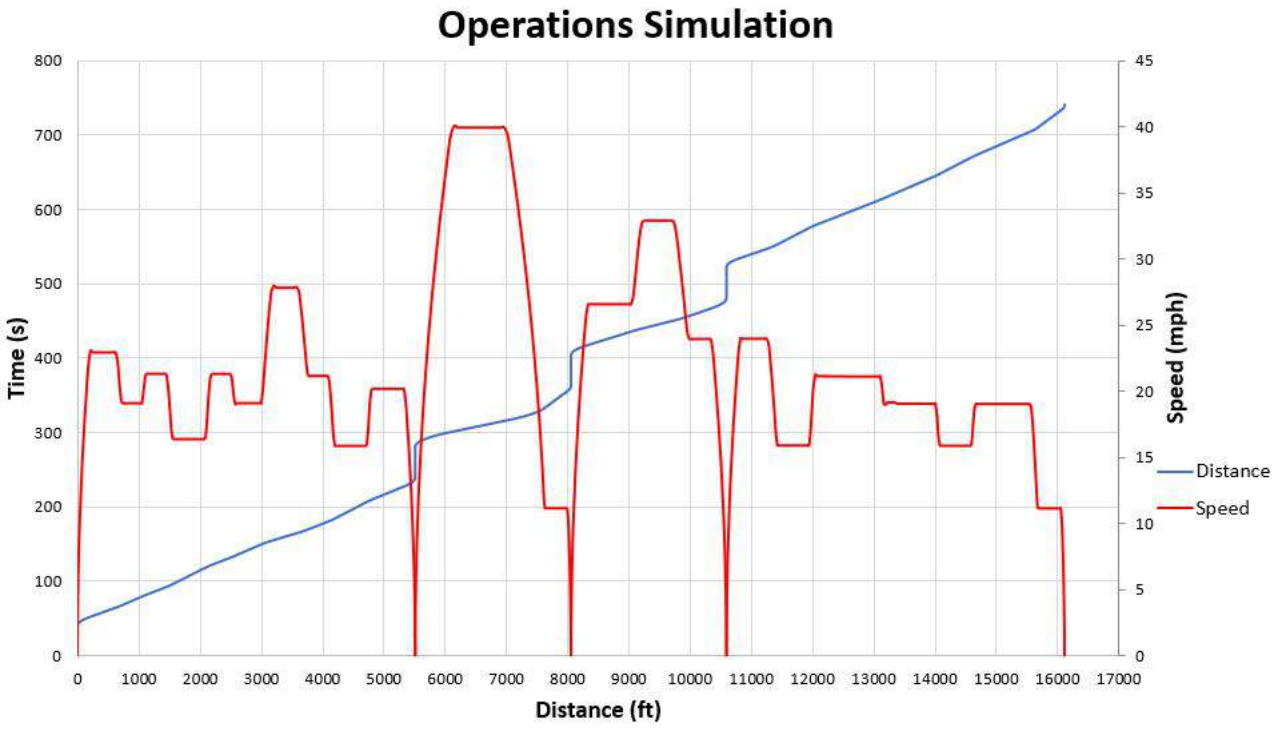


Figure 5-1: Train Velocity (mph) and Trip Distance (ft.) versus Time (minutes)

5.3. Minimum Operating Headway

To minimize the overall footprint of the ITC system, and therefore its impact on the neighborhoods, the crossovers at the end stations, Market St. and Hollywood Park Stations, are location in front of the

stations. However, locating the crossovers in front of the stations limits trains from entering the end stations before the train ahead has departed. Thus, this time between trains being able to occupy the stations is the minimum operating headway.

In a pinched loop operation, the minimum operating headway is the time separation between two consecutive trains at the same end-of-line platform. It also defines the frequency of the operation of the System. In practical terms, this is the time for a given train to approach and enter a switch, traverse the switch, enter the station, dwell, depart the station and clear the switch zone before another train can be permitted to enter the switch zone to enter the station vacated by the prior train.

The headway is affected by:

- Station geometry as related to guideway separation (station width), switch location (optimally switch must be located just outside the station), and the station length relative to the train berthing position.
- Station dwell time.

To minimize the operating headway, the crossovers in front of each of the end stations, Market St. and Hollywood Park Stations, are located as close to the platform as possible. In addition, the station dwell was analyzed as being the minimum dwell required to deboard a full train; as event ridership is directional, the additional time to board a train would be negligible. With this configuration and a minimize dwell to deboard passengers, the minimum operating headway was calculated at approximately 95 sec.

5.4. Fleet Size and Line Capacity Analysis

Line capacity is defined as the number of passengers per hour per direction (pphpd) that the System can carry past any particular point. The estimated fleet size considers the operating fleet, which is the number of vehicles required to provide the necessary line capacity to meet the projected demand, as well as the spare fleet, comprised of the hot standby and maintenance trains to ensure that the number of trains required for operations is always available. The TPSim-developed round trip time is the foundation of the fleet size and APM system capacity.

- Operating Fleet: The ITC system must serve the most frequent, largest event, which is an NFL game at LASED. The fleet size and line capacity analysis therefore sized the operating fleet so that the system can fully serve the 8,910 pphpd demand for NFL events. To serve the 8,910 pphpd ridership demand, a fleet of 5 trains, operating at a 2.5 min. headway is required. For rubber-tire, self-propelled technology, a 4-car train is required. For large monorails, a 4-car train provides the necessary capacity and is of an equivalent length to a 4-car self-propelled APM train.

- Spare Fleet: For the ITC system only one train is assumed to be used for hot standby or maintenance for the ITC system. For typical automated systems that operate the full fleet for normal daily operations, the spare vehicle fleet calculation considers a hot standby train in addition to a minimum of 10 to 15 percent of the operational fleet. This larger spare fleet is

needed to ensure that at all times, including during maintenance rotations, the required number of operating trains is always available for normal service.

However, the ITC system is not a typical automated system. As normal weekday/weekend projected demand is so much lower than event demand, there is added flexibility to perform maintenance during normal weekday/weekend service; maintenance is not limited to only non-operating or off-peak hours. In addition, the full five-train operating fleet is only projected for approximately 20 NFL events, concentrated into 18 weeks of the year, and the occurrence of the three-event scenario is projected to be rare.

For normal weekday and weekend service, the 4-car self-propelled APM trains may be de-coupled into smaller 1- or 2-car trains to provide service that is more optimized to the time -specific, low projected demands. Splitting one 4-car train into two 2-car trains and operating a headway of 6.3 min provides a reasonably good level of service for commuter and daily service and optimizes the utilization of the fleet with respect to the lower demand. Large monorails are more difficult to de-couple so would likely operate the full 4-car train length for normal weekday/weekend operations. The headways of the operating fleet to serve the projected number of passengers are shown in the following table. The APM system also offers the flexibility to provide additional higher capacity if needed in the future to accommodate changes in demand levels, event sizes, event schedules, etc. Operating the full six-train fleet by activating the hot standby train into operation can cover some unique and infrequent situations where the additional capacity is required. This increases the system capacity to approximately 11,100 to 11,500 at a headway of approximately 2.1 min.

PEAK PERIOD	PROJECTED RIDERSHIP (pphpd)	HEADWAY	FLEET	CAPACITY
Normal Weekday	441	6.3 min.	2 x 2-car trains or 1 x 4-car trains	1,850 to 1,950
NFL Event	8,910	2.5 min	5 x 4-car trains	9,300 to 9,700
Three-Event	9,600	2.1 min	6 x 4-car trains	11,100 to 11,500

Table 5-2: Analysis of Project Ridership Numbers Against System Fleet and Capacity

In addition, the stations and system are also capable of adding capacity through the addition of more trains. The ultimate capacity of the system is driven by the tightest headway achievable, considering the safe separation and operational requirements of the turnback. It is estimated that the system capacity can reach about 15,000 pphpd through the addition of up to three additional trains. However, further detailed analysis is required to determine the exact final expandable capacity and associated system and infrastructure design considerations to allow for this level of expandability.

6. Stations

The primary function of the passenger station is to accommodate the boarding and alighting of passengers to and from the APM vehicles. This section discusses the conceptual planning performed for the APM stations, including vertical circulation, platform configurations, and overall station area requirements.

6.1. Basic Functions

Passenger station locations and designs must provide for the efficient and convenient movement of passengers. The functional spaces within APM stations typically include boarding/ deboarding platforms, access or vertical cores for circulation, and system equipment rooms. Features of each functional spaces are as follow:

- Station platforms provide for passenger deboarding/boarding, circulation and queuing at platform doors and are typically sized per the following criteria:
  - Projected peak passenger demands.
  - Space per passenger.
  - Accessibility and associated life safety requirements.
  - Dimensional requirements of candidate APM technologies.
  - Projected maximum trains length.
- Automatic station platform doors, integrated into a platform edge barrier wall separate passenger on the platform from the guideway. The barrier wall and station platform doors can be half- or full-height.
- A refuge area under and along the entire station platform length is required for a person who is on the guideway to escape the path of an oncoming train. This refuge area is required for all platform edges that are along the guideway. A minimum clear cross-sectional area of 2 ft. by 2 ft. is recommended.
- Access and vertical circulation elements include stairs, escalators, elevators, and/or ramps. Requirements are typically determined based on:
  - Capacity to facilitate life-safety platform passenger clearing and exiting requirements.
  - Level of service provided to deboarding passengers in terms of wait time for escalators and elevators.
  - Areas that do not conflict with passenger horizontal circulation and queuing areas on the platforms.
- Station communication and surveillance equipment, including public announcement (PA) speakers, closed circuit television (CCTV) cameras, and static and dynamic signage.
- Equipment rooms are required in each station to house ATC equipment, interface equipment for station doors, dynamic graphics, station CCTV, and public address systems and Uninterruptible Power Supply (UPS) equipment. Station equipment rooms are approximately 1,000 sq. ft. and are to be located within 200 ft. of the station.
- In order to provide access to the Equipment Rooms for equipment delivery, replacement, and maintenance, a freight elevator with the following minimum requirement is recommended, if the room is not located on the ground level:

  - Min door clear width: 6 ft. – 4 in.
  - Min door clear height: 8 ft.
  - Interior dimensions: No smaller than 4,000 lb. interior dimensions
- A janitor's closet of approximately 110 sq. ft. is recommended.



Figure 6-1: Singapore Sengkang LRT Station with Half-height Barrier Wall/Platform Doors, MHI Crystal Mover APM (Image Credit: Peter Velthoen)

6.2. Station Configuration

Based on station size along with ridership and circulation parameters, the platform configuration can take three basic forms, visually presented in Figure 6-2.

- The first configuration is the center platform with cross flow movements, where there is a single center platform with boarding and alighting occurring through the same set of APM train doors. In this configuration, passengers are encouraged to allow the arriving passengers to alight before boarding begins, this option is the least costly and physical space demanding option.
- The second configuration is two side platforms with cross flow movements. By providing two side platforms, the level of service for the station can be greatly increased, and board/deboard times reduced. However, providing two side platforms is more costly, demands more physical space, and requires double the vertical circulation equipment than the center platform configuration. The additional physical requirements may outweigh the benefits of better passenger service.
- The third configuration is flow through, where the station has a center platform for boarding passengers located between the two APM guideway lanes that are in turn flanked by two exterior or side platforms for alighting passengers. This configuration removes cross flow movements by having the doors on the alighting (side) platform open first and then several seconds later having the doors on the boarding platform open. This separates conflicting passenger flows and allows the arriving passengers to begin to clear the vehicle before

departing passengers begin to board the vehicle. However it is the most costly and physical space demanding option.

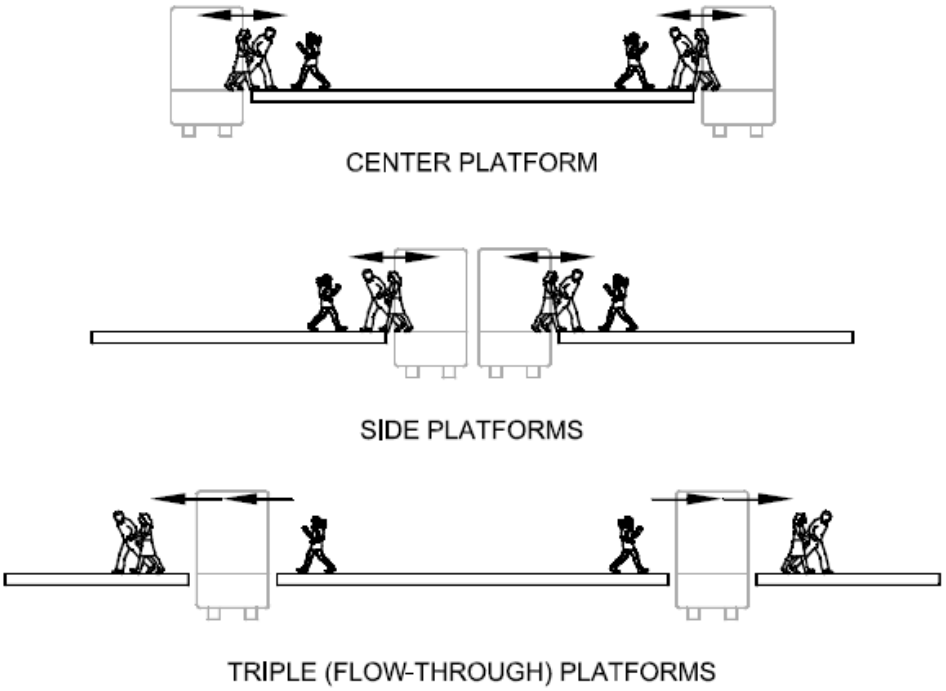


Figure 6-2: Profile views of Platform Configurations

6.2.1. Applicability to the ITC Project

The center platform configuration is the preferred option for the ITC System. The single center platform allows for optimized use of the station while minimizing the total width required for the station.

- Spatial constraints: The ITC right of way is limited in physical space due to the existing developments. The center platform configuration requires the least total width.
- Optimized platform utilization: Due to the event-driven service, the instances of high ridership are typically boarding or alighting, and not both occurring simultaneously. Therefore, the need to provide improved cross-traffic flow in both direction is not critical for the ITC system.
- Optimized vertical circulation: Center platforms allow for a single set of vertical circulation that can serve either platform edge, even if one is rendered out of service. To provide full redundancy in case one platform is rendered out of service, side platform configurations require that the two platforms be designed to accommodate all levels of service, and therefore require duplicated vertical circulation.

6.3. Station Dimensions

The purpose of the APM station sizing analysis is to ensure that the conceptual station design provides the platform queue area/width and length needed to accommodate the forecasted passenger ridership.

Train simulations and operational analyses determined the system requirements such as train lengths, headways, and other parameters. These requirements, along with the forecasted ridership, were used as input for queuing, vertical circulation, and emergency evacuation analyses which define circulation and other spatial, fire and life safety considerations required to determine minimum platform sizes. The resulting conceptual platform sizes will be further analyzed by the project architects as inputs into their fire and life safety/code compliance assessment for the station design as a whole.

6.3.1. Station Length

Minimum platform length estimates are based solely on maximum train length and do not account for vertical circulation elements added to either platform end. An additional 10 to 15 ft. beyond the end of the full length of a train is advised to be provided at the platform level for passenger circulation and vertical circulation queuing.

From the fleet size and line capacity analysis, it was determined that a four-car rubber-tire APM vehicle, approximately 170 ft. long, or four-car large monorail, approximately 200 ft. long is required to meet the projected demand. Because it is expensive and potentially disruptive to APM operations to expand APM station platforms after completion and initiation of passenger service, stations should be designed and constructed to accommodate either technology's maximum length train. Thus, the four-car large monorail becomes the basis for determining the platform length. In addition, at this conceptual stage of the project, an additional 15 ft. is included at each end of the platform, resulting in a minimum platform length of 230 ft.

Pending the project's infrastructure and systems design schedules, the station length may be refined and reduced should a self-propelled APM supplier and technology be selected early enough in the infrastructure design schedule.

6.3.2. Station Width

The purpose of the station sizing analysis is to ensure that the conceptual station designs provide the platform queue area/width needed to accommodate the forecasted passenger demands. The findings presented herein should be revisited accordingly should forecast data and/or APM operations be updated.

This analysis provides the methodology and results for passenger queuing analysis and the resulting minimum platform widths for passenger queuing and circulation. This analysis is not to replace the NFPA 130 platform evacuation analysis; this analysis is anticipated in a future phase of the project.

6.3.2.1. Assumptions

The following are the assumptions for the platform queuing analysis:

- Passenger space allocations: An average of 8.5 sq. ft. per passenger is assumed for this analysis. Based on the level of service descriptions for queuing in Pedestrian Planning and Design by John J. Fruin, Ph.D., 7 to 10 sq. ft. per passenger provides for a level of service C for passenger queuing.
- Circulation lane: To provide free flow of passengers, three feet per circulation lane is assumed. For all stations except Hollywood Park, one circulation lane in each direction is assumed. Due to the large number of passengers anticipated at Hollywood Park, three circulation lanes are assumed.
- Buffer: As passengers do not queue or walk directly against walls, an additional 18 in. of space for each side of the platform is assumed.
- Queue depth in off-peak direction: The passenger flows for the ITC system are inherently single-directional; for event service, passengers will be travelling toward the venue before an event and away from the venue towards the Market St. Station after the event. However, as there may be passengers traveling on the ITC system who are not attending events, a width of three feet is allocated for queuing for those off-peak passengers.
- Train length: The train length assumptions are based on the example operations characteristics provided in Section 5.4.
    - Market St. and Hollywood Park Stations: Four-car rubber-tire APM vehicle is used.
    - Forum Stations: Two-car rubber-tire APM train is used.
- Station width: A generic and common station platform width capable of supporting the maximum demand anticipated will be used as the basis for the station designs for all stations in the system for EIR purposes. The platform width is anticipated to be refined during a future phase of the project.
- Station demand:
    - Peak Direction: As the demand for each station differs due to their specific purposes, queuing analysis was performed for the highest boarding demand anticipated to be seen at any station.
    - Off-Peak Direction: The demand in the off-peak direction for event service is unknown. Off-peak demand is applicable for only the Forum Station. As Market St. and Hollywood Park Stations are end-of-line stations, there is no queuing in the off-peak direction.

Based on the assumptions above, and a review of the ridership demand per station for large NFL games and the Three-Event Scenario, the peak direction ridership demand value used for the queuing analysis is 8,910 passengers in an hour seen at Hollywood Park Station one hour after the end of a large NFL event.

6.3.2.2. Platform Queuing Analysis

A vehicle boarding queue model was used to determine the queue depth associated with each side of the APM station platform. The maximum demand scenario of two trains, travelling in opposite

directions, stopping at the same station and simultaneously boarding on opposite sides of the platform was modelled for this analysis. If the station platforms are too narrow and do not have sufficient circulation space, passenger freedom of movement will be compromised, passengers will not be able to disperse evenly among all the train doors, and a poor level of service and reduced capacity will result.

The vehicle boarding queues represent the number of passengers consolidated at each vehicle door. The vehicle queue model assumes that the passengers form a wedge-shaped queue in front of each vehicle door. The sum of the two opposite boarding queue depths and a circulation space in between comprise the minimum platform width requirement without accounting for columns and other obstructions that might be located on the platform.

It is important to note that the resulting minimum platform width requirement corresponds to a generic rubber-tire APM technology. Different technologies may produce different boarding queues depths due to variation in maximum speeds, headways, vehicle capacities, and door configurations. The final design of the stations should consider the potential for greater minimum platform width requirements depending on the selected automated technology.

The following table summarizes the queuing analysis results, as well as the minimum width required. Due to the large number of passengers, an additional circulation lane is assumed.

PEAK DEMAND (pphpd)	QUEUE DEPTH (FT)		CIRCULATION LANES (3 FT / LANE)	BUFFER (FT)	TOTAL MINIMUM WIDTH (FT)
	PEAK DIRECTION	OFF-PEAK DIRECTION			
8,910	22.5	0	3	3	34.5

Table 6-1: Queuing Analysis Results Summary

Based on these queuing results, a generic 40 ft. width was assumed for all stations. At this conceptual stage of the project, all stations are designed with the same layout (width, length, vertical circulation, etc.). This conservative approach a) allows for further tailoring of the station widths during future design efforts by reducing the widths to better meet the station-specific needs; and b) allows for the largest possible physical envelope for the project to be cleared as part of the EIR process.

6.4. Vertical Circulation

Vertical circulation requirements are based primarily on the time required to clear station platforms of passengers that are deboarding trains. Deboarding passengers arrive in relatively large numbers over a relatively short time period and vertical circulation elements must clear this load from the platform before the next train arrives for passenger safety reasons. Level of service considerations, specifically the time required for deboarding passengers to access escalators and elevators, usually dictate that the platform be cleared well before the next train arrives at the station platform.

Where vertical circulation elements provide emergency egress from station platforms, escalators and stairs must satisfy code-prescribed emergency egress requirements. Among other requirements, codes will require adequate vertical circulation for passengers to clear the platform and reach a point of safety

within specified time periods, and may require a secondary means of egress remote from the major egress route.

Lea+Elliott analyzed the vertical circulation requirements from an operational requirement perspective and established the minimum required vertical circulation to meet the normal boarding and deboarding needs for each station.

6.4.1. Operational Requirements Analysis

The purpose of the Operational Requirements analysis is to ensure that during normal operations, the station has the ability to:

- Bring the anticipated number of passengers onto the platform that are anticipated to be coming into the station based on post-event projected demand, and
- Clear the platform within one headway based on the projected pre-event demand estimates, i.e. the number of passengers that will be on the trains.

To assess the vertical circulation, the maximum anticipated number of people to be at a station for boarding and deboarding was determined. The maximum boarding demand reflect the maximum number of passengers anticipated to be at a station, while the maximum deboarding demand is reflected as a full, four-car train deboarding at a station.

DEMAND (pphpd)		NOTES
BOARDING	DEBOARDING	
8,910*	13,200**	*Boarding: Maximum station peak demand seen at Hollywood Park Station **Deboarding: Full train deboarding post event at Market St. Station

Table 6-2: Summary of Station Demand for Operational Requirements Analysis

Assumptions for the analyses were taken from industry-accepted planning resources and compared against the LA Metro Rail Design Criteria to determine the best fit for this unique special event-based system. Documents referenced for the station analysis are:

- Pedestrian Planning and Design, John J. Fruin, Ph.D
- TCRP Transit Capacity Quality of Service Manual
- LA Metro Rail Design Criteria, Section 6 Architectural
- Other APM application benchmarks

These reference documents resulted in the following key assumptions:

- Escalator width: 40 in.
- Escalator capacity: 55 people per minute (ppm) per 40 in. tread
- Stair capacity: 10 pedestrians per minute per foot of width (ppmpf)
- Minimum Stair Width: 5.5 ft.
- Elevator quantity: 2

- Elevator capacity: 3 sq. ft. / passenger
- Elevator Size: ~ 42 sq. ft.
- Elevator Speed: 150 feet per minute (fpm)
- Elevator travel distance: 25 ft.
- Elevator deboard/board speed: 1 sec. / passenger

In addition, the quantities of each type of vertical circulation must accommodate the number of people who likely want to or need to use each type of vertical circulation. Escalators are more popular than stairs, and there will always be a number of passengers who ride elevators. For this project, the goal for the distribution of passengers on vertical circulation is as follows:

- Escalators: 60%
- Stairs: 30%
- Elevators: 10%

The vertical circulation analysis also assumed that due to the event-based nature of the project, the demand would be single-direction. The boarding maximum occurs pre-event, while the deboarding occurs post-event. Therefore, the direction of the escalators would change to reflect the demand.

Based on all of the above assumptions, the vertical circulation required to meet the operational requirements and projected demand are summarized for each station in the following tables.

VERTICAL CIRCULATION ELEMENT	BOARDING	DEBOARDING
Escalator	2	3
Stairs (total width, ft)	6 ft.	6 ft.
Elevator	2	2

Table 6-3: Vertical Circulation Per Operational Requirements Analysis

The assumed 40 feet platform width identified in Section 6.3.2.2 is sufficient to accommodate all the vertical circulation elements.

7. Guideway

The term guideway structure refers to the structure providing support for running and guidance surfaces and other System equipment.

Guideway structures should be designed to provide a generally rectangular clearance envelope that accommodates:

- Clearance envelope for the vehicles, including additional width at curves for vehicle nosing and chording effects
- A continuous walkway along the entire guideway length to provide emergency egress for evacuating passengers and safe access to guideways and wayside equipment by operations and maintenance personnel
- Guidance and/or power equipment
- Cable trays, conduits, and/or wireway for power and communications needs

Guideway structures differ not only between rubber-tire APM and monorail technologies, but between the various suppliers for each technology type. Therefore, for this project and for the EIR, the guideway structure requirements are based on a combination of requirements for the candidate rubber-tire APM and monorail technologies.

7.1. Guideways and Guideway Equipment

7.1.1. Clearances

Guideway structures should be designed to provide the necessary clearances to accommodate vehicles, power and guideway equipment, and emergency walkways. The clearance requirements vary as a function of alignment geometry to account for nosing and chording effects through horizontal curves. Required clearances, taking into account nosing and chording effects, are included in the figures below. As all APM and monorail technologies have different vehicle designs, and therefore different dynamic envelope requirements, the dimensional data used for this project are based on worst-case dynamic parameters of the representative technologies of APMs and monorails.

Horizontal and vertical clearances between APM guideways and other existing and proposed infrastructure should be in accordance with the local, State, or Federal requirements specified by the governing authorities. For the EIR Project Definition, clearances between guideway structures and adjacent infrastructure was coordinated by the team architect.

Clearance requirements for dual track and at stations are provided for APM and monorail technology in Figure 7-1 to Figure 7-10.

Other station-guideway interface requirements are discussed in the Stations Section 6.1.

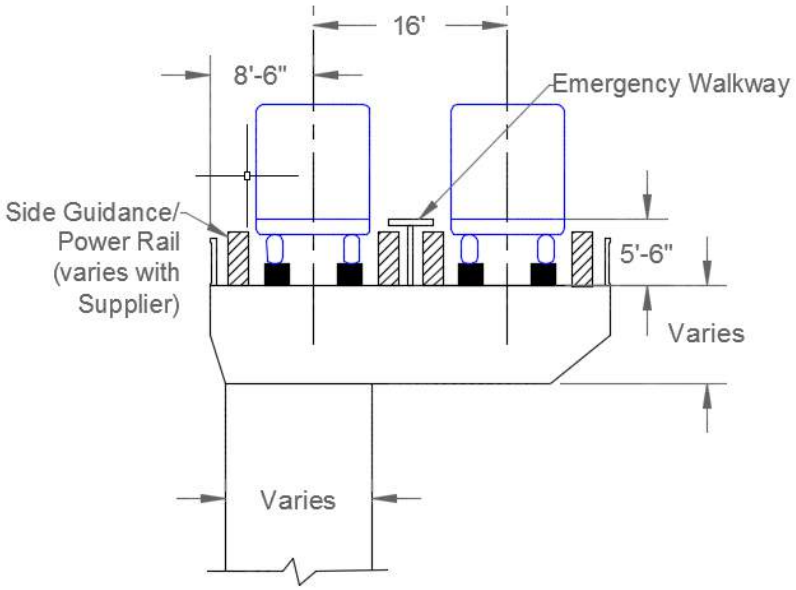


Figure 7-1: APM Guideway Clearances - Dual Track

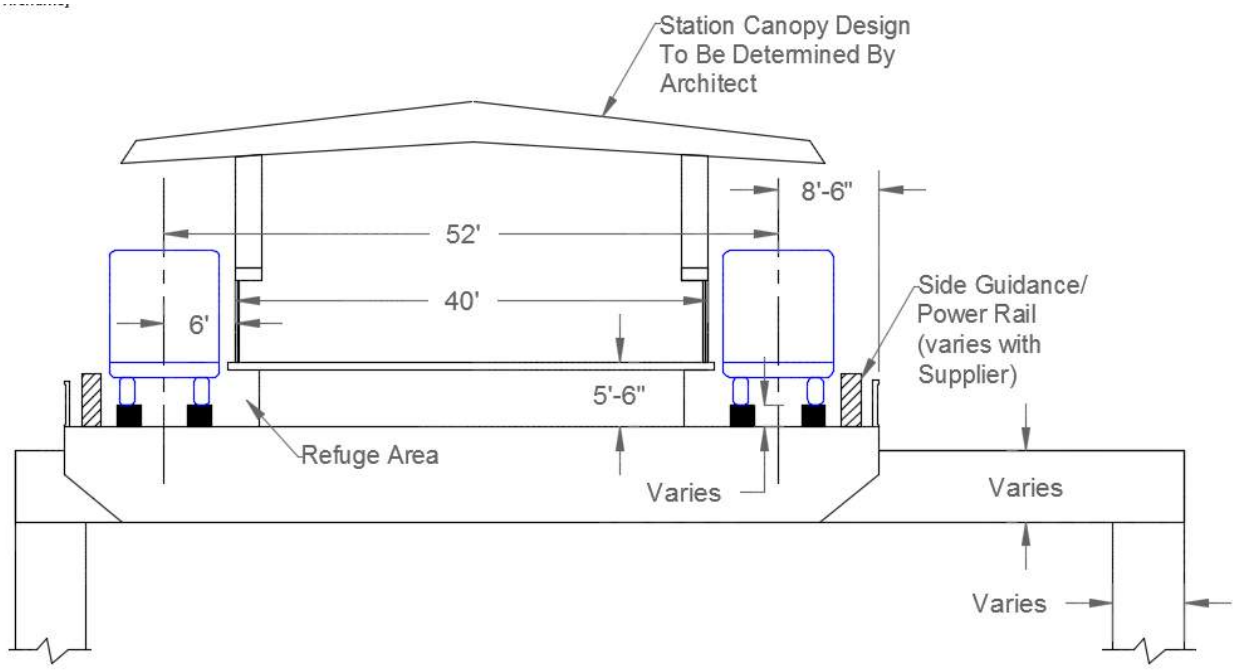


Figure 7-2: APM Guideway Clearances – In Stations

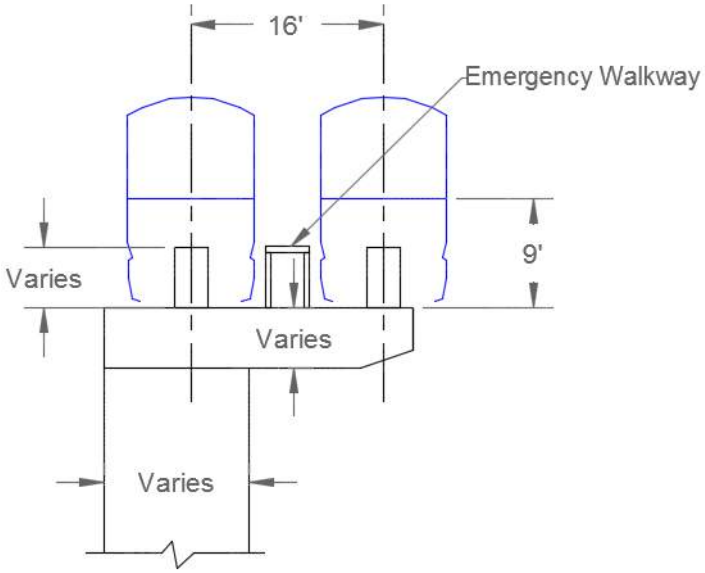


Figure 7-3: Monorail Guideway Clearances – Dual Track

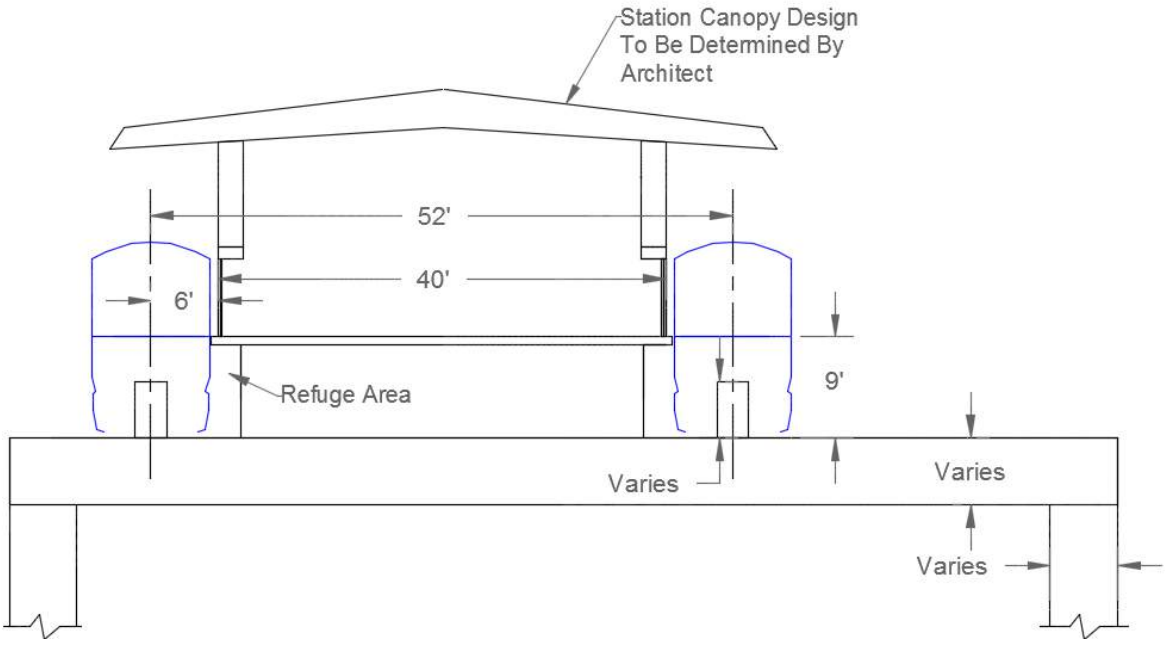


Figure 7-4: Monorail Guideway Clearances - At Stations

7.1.2. Maintenance/Emergency Walkway

A continuous walkway is required along the entire guideway length to provide emergency egress for evacuating passengers and safe access to guideways and wayside equipment by operations and maintenance personnel. For the ITC project, the walkway is assumed to be between the tracks, providing access into the center platform stations.

Maintenance/emergency walkway considerations and requirements include:

- The walkway must be continuous through crossovers/switches or other elements that may act as barriers.
- The walkway should be located at or below the vehicle floor level under both normal and worst-case vehicle suspension failure conditions. It is desirable to locate the emergency walkway not more than 12 inches below the vehicle floor level. The walkway must not be more than 40 inches below the vehicle floor level under any circumstances.
- Walkways without a railing should be at least 44-inches wide and walkways with a railing should be at least 30-inches wide.
- The walkway should provide a clear cross-sectional envelope at least 30 inches wide to a height of 6 feet-8 inches above the walkway surface.
- The APM System Supplier may desire to locate cable trays, wireways, and other System elements below the walkway.
- Emergency walkway lighting is required along the entire walkway and egress route and will normally be turned on only when passengers are required to evacuate a train or during maintenance activities.

Images of emergency walkway examples for APM and monorail systems are provided in Figure 7-5 and Figure 7-6, respectively.



Figure 7-5: APM Emergency Walkway Example, TPA SkyConnect APM (Image source: L+E)



Figure 7-6: Monorail Emergency Walkway Example, Las Vegas Monorail (Image source: LAmag)

7.1.3. Crossovers and Switches

Crossovers provide the means for trains to move between guideway lanes and are required for pinched-loop operations and failure management purposes. A crossover is generally composed of two switches (one on each guideway lane) connected by a short length of special trackwork. Crossovers and switches must be located in constant-grade, tangent guideway sections. Approximately 50 feet of tangent, constant-grade alignment should be provided before and after switches. Expansion joints are not allowed in crossover zones.

Crossover requirements vary significantly among APM System and monorail suppliers and each supplier's switch and crossover requirements are "discrete" in that their geometric and other requirements are largely inflexible. Unique requirements exist for:

- Switch curve radius
- Turn (or throw) angle
- Need for spiral and/or tangent lengths before and/or after a switch
- Widened and/or depressed slab sections required for switch machine support
- Widened slab sections to accommodate movement of guidance devices
- Spacing between consecutive switches on a single guideway
- Transverse spacing between parallel guideways

The guideway length required to accommodate a crossover is dependent on the required switch/crossover geometry, crossover configuration, and the spacing between parallel guideways. For the ITC system, crossovers are located adjacent to stations where the guideway widths are dictated by the station platform width of 40 ft., resulting in a separation of guideway centerlines of approximately 52 ft.

The crossover configurations for the ITC project are assumed to be a "double crossover" for APM systems and an X-crossover for monorail systems. The total length required for these two types of configurations for the two technologies is similar.

- For APM systems, "double crossovers" include two consecutive, but symmetrically oriented, crossovers. The orientation of double crossovers is dictated by operational considerations. Crossovers configured to create an "X" between guideways should not be planned, as this configuration is not possible for most APM system suppliers. See Figure 7-7 for an example double crossover.
- For monorail systems, X-crossovers are typical for all suppliers. Crossovers consist of a moveable guide beam that shifts positions depending on the required travel path. See Figure 7-8 for an example monorail X-crossover.



Figure 7-7: APM Double Crossover Example at IAH (Image Source: L+E)



Figure 7-8: Monorail X-Crossover Example, Las Vegas Monorail System (Image Source: LRN Library)

For the ITC project, the guideway structure must allow for both the APM and monorail crossover clearance requirements. As switches require additional space for switch equipment and/or switch movement, as well as emergency walkway access from both sides of the train, the guideway structure at crossovers is wider than in areas with track only. Cross sections through the guideway structure for APMs and monorail at the crossover areas are provided in Figure 7-9 and Figure 7-10.

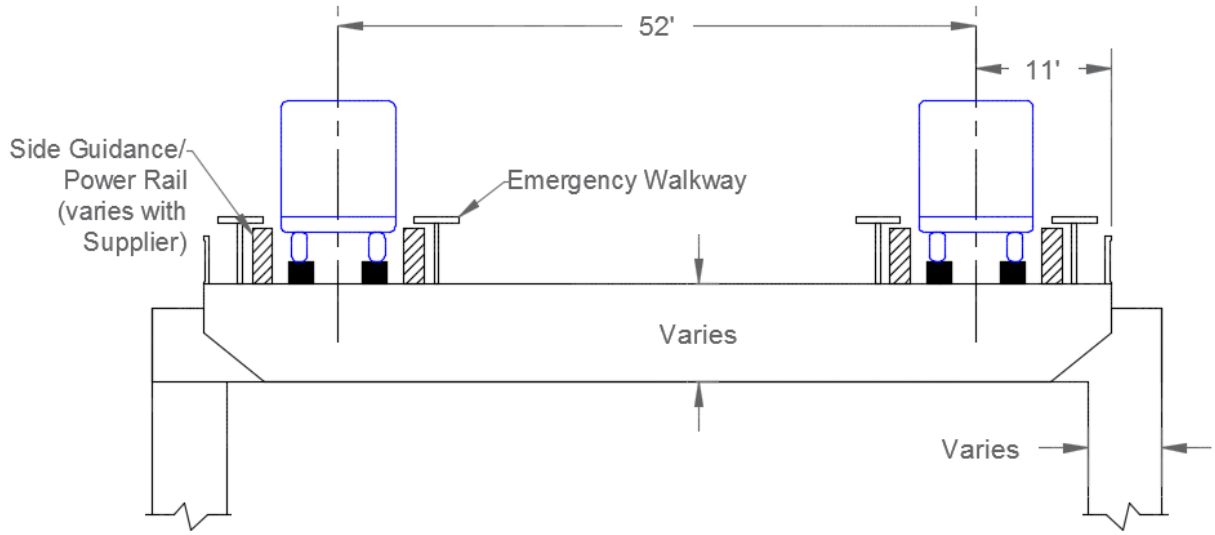


Figure 7-9: APM Guideway Clearances – At Crossovers

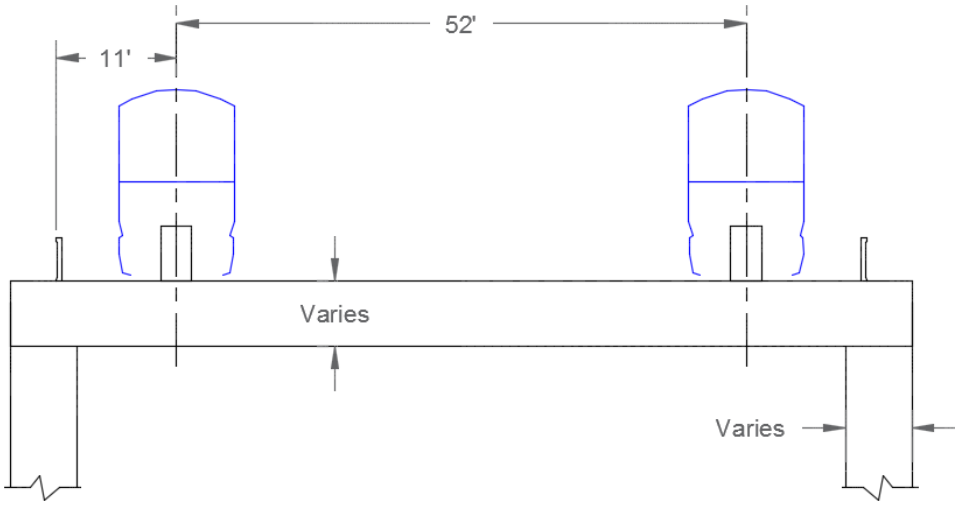


Figure 7-10: Monorail Guideway Clearances – At Crossovers

7.2. Alignment

The goal in defining the guideway alignment is to develop an alignment that allows APM and monorail systems suppliers to competitively bid on the project, and to optimize the alignment to their unique technology requirements. Optimizing the alignment also allows for optimized system performance and potentially reduced the facility and structure sizes.

The alignment options developed for the ITC project assumed generic and reasonably conservative parameters given the early planning stage of the project. The following sections provide a summary of the parameters used for the horizontal and vertical alignment development. The plan view of the alignment options, as well as the plan and profile for the final ITC alignment, are provided in Appendix A.

7.2.1. Plan

The horizontal alignment consists of tangents joined to circular curves by spiral transition curves. Tangent alignment is required through and about 50 ft. beyond the ends of station platforms.

Horizontal curves should use the largest practical radii. Large curve radii reduce required superelevation values and nosing and chording effects through horizontal curves; allow higher speeds to be maintained, which decreases trip times and potentially reduces the required fleet size and implementation costs; improve ride comfort. Minimum radii should only be considered in extreme cases when the cost or other adverse effects of using larger radii are prohibitive. The following minimum radii for APM and monorail technology were used for the ITC alignment (these do not apply to switches and crossovers):

- Minimum radius for operating track:
  - APM: 180 ft.
  - Monorail: 200 ft.
- Minimum radius for maintenance yard track:
  - APM: 100 ft.
  - Monorail: 180 ft.

7.2.2. Profile

The vertical alignment should consist of tangents joined by parabolic curves having a constant rate of change of grade. Guideway profile grades should be kept as level as possible and the number of grade changes minimized.

A constant grade, at least 50 feet in length between two adjoining parabolic vertical curves should be provided. Grade must be zero percent through stations. On the mainline, desired maximum grade is 6%. Although some technologies allow for a maximum grade of up to 10%, grades higher than 6% are not assumed for the ITC project due to the very early planning nature of this project. Steeper grades restrict the design and should only be used when absolutely necessary. Grades through switch and crossover locations are assumed to be 0% as not all technologies support switches on a grade.

7.3. Other Guideway Considerations

The following are further considerations for guideway and trackwork design as the project moves into more detailed design phases.

- Trackwork and the associated interface requirements vary significantly among APM system suppliers. Guideway structure designs must accommodate the variable trackwork load and connection and other interface requirements of the different APM system suppliers.
- Horizontal curves should be superelevated to limit sustained lateral accelerations parallel to the vehicle floor. Desirable maximum superelevation is 6%, but in some cases, the APM system supplier will be allowed to provide up to 10% superelevation.
- Access to the guideways is required at stations and desirable near abutments at ends of elevated guideway sections. Access and egress points must not permit unauthorized access to the guideway, and all guideway access and egress points must be alarmed at the CCF.

- Cable trays, conduits and/or wireways are required along the guideways to accommodate system cabling. These are typically located adjacent to longitudinal trackwork elements on the guideway structure, below emergency walkways, and are supported by elements such as walkways or parapet walls.
- Guideways must be designed and constructed to effectively drain water from their surfaces. Guideway drainage provisions should allow for reasonable and expected interaction with trackwork and other guideway equipment.
- Structure-borne, vehicle-induced vibrations and noise should be evaluated to mitigate passenger and facility occupant discomfort.
- Elevated and at-grade guideways should have parapet walls to screen guideway equipment and running surfaces so that trains have the appearance of gliding between stations.

8. Maintenance and Storage Facility

The MSF houses functional spaces required for the operation and maintenance of the APM Systems, including the Central Control Room (CCR), administrative offices, spare parts and consumable storage, and space for regular maintenance, inspection, service, testing, repair, and replacement of parts for vehicles and other system equipment.

Maintenance facility functions include vehicle maintenance, cleaning, and washing; shipping, receiving, and storage of parts, tools, and spare equipment; fabrication of parts; and repair of vehicle spares. Supervisory offices, rest rooms, locker rooms, and break/training rooms are also provided for staff use.

Maintenance performed on System equipment includes:

- Service - Replacement of consumables and expendables, adjustment of parts
- Cleaning - Interior and exterior
- Inspection - Periodic inspection of parts, appurtenances and subsystems subject to deterioration and failure.
- Repair - The repair or replacement of a part that has been damaged, has failed, or is nearing the end of its service life.
- Departure Test - The MSF and adjacent non-passenger carrying guideway will contain departure test equipment and a dedicated section of track for the departure test.
- Maintenance Information Management and Scheduling - The processing of maintenance information, work reports, failure reports, and System performance data needed to manage the System maintenance program effectively and efficiently.

8.1. Layout

The primary functions of the MSF include support of APM System operations, vehicle storage, and APM System maintenance.

Area is be provided for service and inspection shops, major repairs, vehicle storage, inspection and service (including under-vehicle bays), equipment and materials storage, offices, lunch/break rooms, restrooms, locker areas, personnel wash facilities, loading platforms, and other areas based on design information to be provided by the APM System Supplier. The design of the facility should also include roadway access, signage, and means of controlling access into and out of the MSF.

The MSF is currently sized for both, rubber-tire and monorail technology six-train fleet and also for larger fleet to allow for the addition of trains to support storage and maintenance for larger demands, if needed. This will still maintain flexibility to define the exact needs in the future phases of the project based on on-going coordination with the stakeholders. A reduction of the MSF size could occur in the next phases of the project as the design is refined and finalized.

8.1.1. Vehicle Storage

The MSF needs to be sized to accommodate the maximum number of vehicles to be in maintenance or stored during off-peak periods. Vehicles are planned to be accommodated in dedicated storage tracks and in maintenance bays.

Dedicated storage tracks at the MSF will have traction power guide rails with automated train control into and out of storage. This fully automated vehicles storage area allows trains to be stored during off-service, off-peak, and non-event time while remaining ready for immediate dispatch. The storage tracks are therefore protected from hazards, including moving vehicles and propulsion power. These automated areas are to be designed to control access in order to ensure the safety of maintenance personnel.

Locations of the vehicle storage tracks are identified in Figure 8-1.

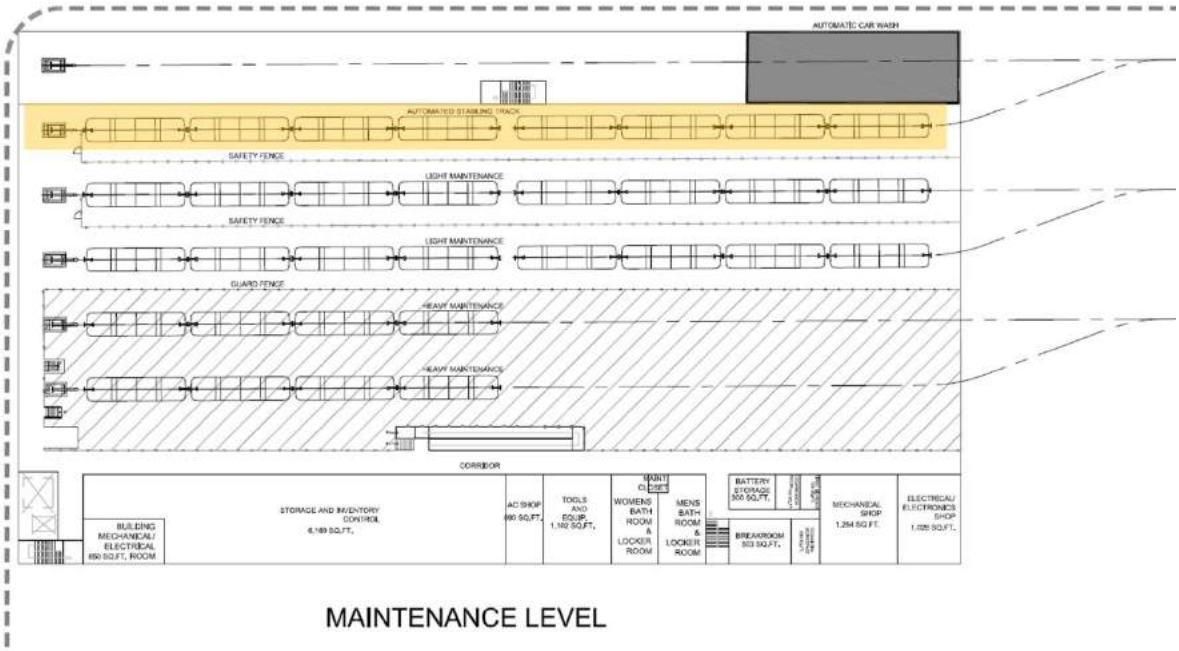


Figure 8-1: MSF Vehicle Storage

8.1.2. Maintenance Bays

Heavy and light maintenance bays are required to perform maintenance on trains at the MSF. The MSF design must include the space and related necessary infrastructure to inspect and maintain the APM vehicles. Shops, parts storage, and other maintenance-related functions should be situated at the same level as the maintenance floor. Trains are manually driven and moved to, from, and within the heavy and light maintenance bays. Power in the manual areas is provided to the vehicles via stingers, a festooning system with power plugs affixed to ceiling to allow for vehicle movements while connected to wayside power.

There are two types of maintenance bays, each with their own specific uses and requirements. The locations of the light and heavy maintenance bays are identified in Figure 8-2.

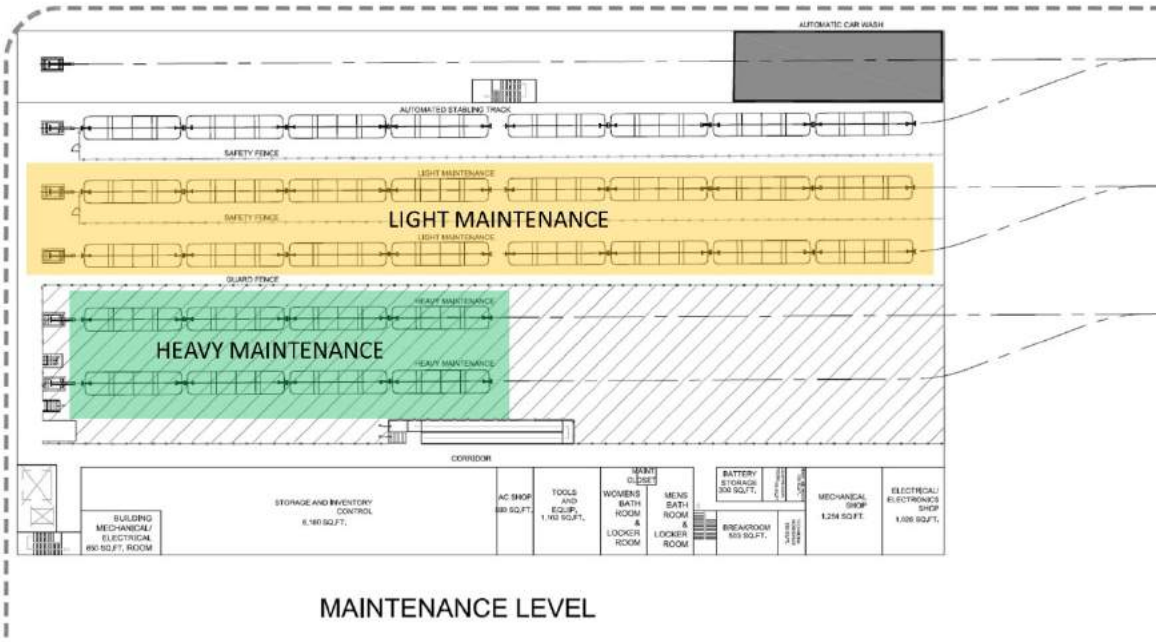


Figure 8-2: MSF Light and Heavy Maintenance

Light Maintenance Bays: Each train is required to undergo nightly light maintenance if it was in operation that day. Light maintenance is typically comprised of inspection and replacement of readily accessible parts and expendables and a general confirmation that the vehicle is available for the next day's service. Underbody access is required; light maintenance bays are over pits or on elevated structures such that staff can readily walk underneath them. Examples of access to the vehicle underbody are provided in Figure 8-3.

Typical light maintenance tasks include cleaning as needed, vehicle underbody inspection, checking and replacing brake pads, component inspection, dimensional verifications, contact/collector shoe replacements, inspection of running tires for wear/cuts, and other similar tasks that can be performed in relative short duration. Exact tasks and inspections performed are determined by the APM supplier per their maintenance practices.

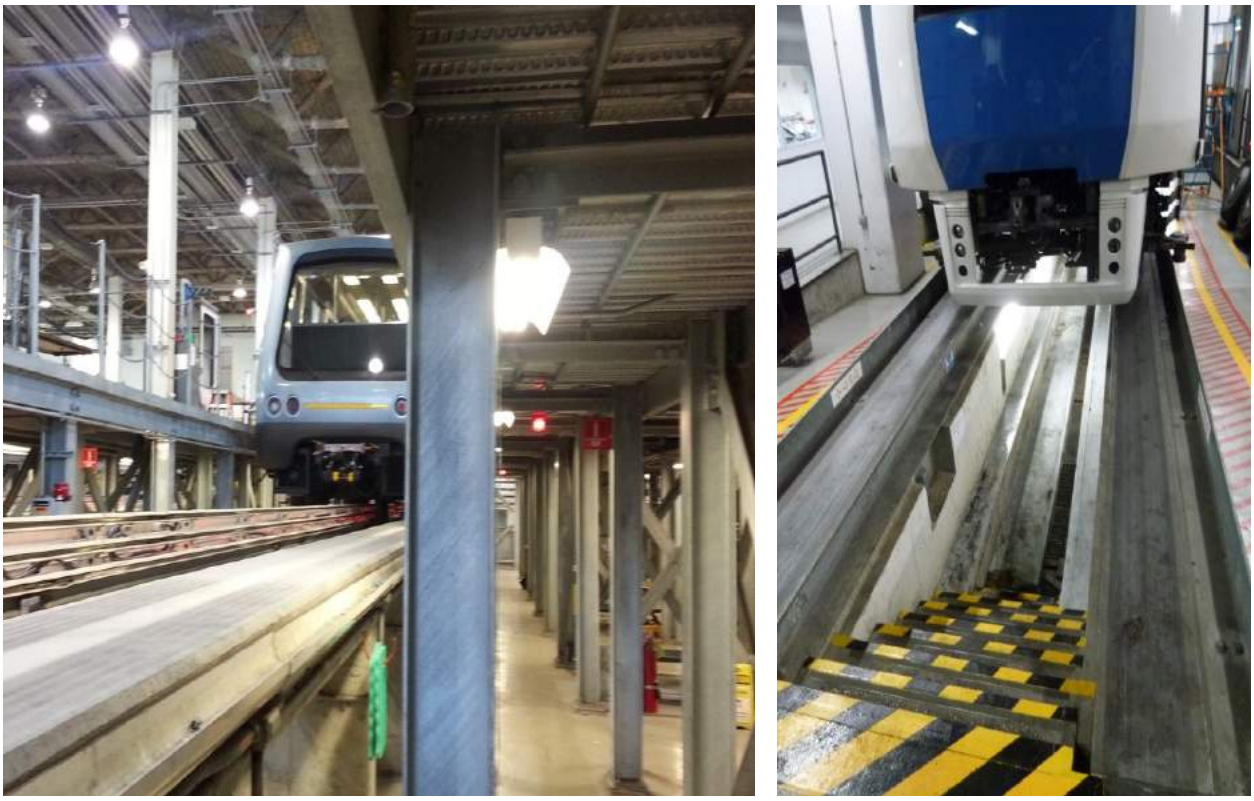


Figure 8-3: Example Light Maintenance Access

Heavy Maintenance Bays: Heavy maintenance, required on periodic and scheduled frequencies, includes a more thorough inspection of the vehicle and replacement of parts showing excessive wear and/or approaching their scheduled replacement time. Heavy maintenance tasks generally include major repairs/refurbishments of vehicle subsystems such as bogies and air conditioning units, replacement of brake calipers, replacement of brake discs, draining and refilling of axle oil, flushing of hydraulic systems, replacement of shocks, replacement of air bags, dropping the bogie, hydraulic fluid decontamination, and other similar tasks that take a number of hours to perform. Exact tasks and schedules of the heavy maintenance rotation are determined by the APM supplier per their maintenance practices.

Maintenance is performed on flat floors, with vehicles elevated on jacks, as needed. Four jacks per car are assumed, with the depot floor supporting loading up to 250 psf and a concentrated load of about 4 ton for the wheel load or load from lifting jacks. Guide rails in the heavy maintenance bays are removable to allow for unobstructed access below raised cars. An example of vehicles in heavy maintenance is provided in Figure 8-4.

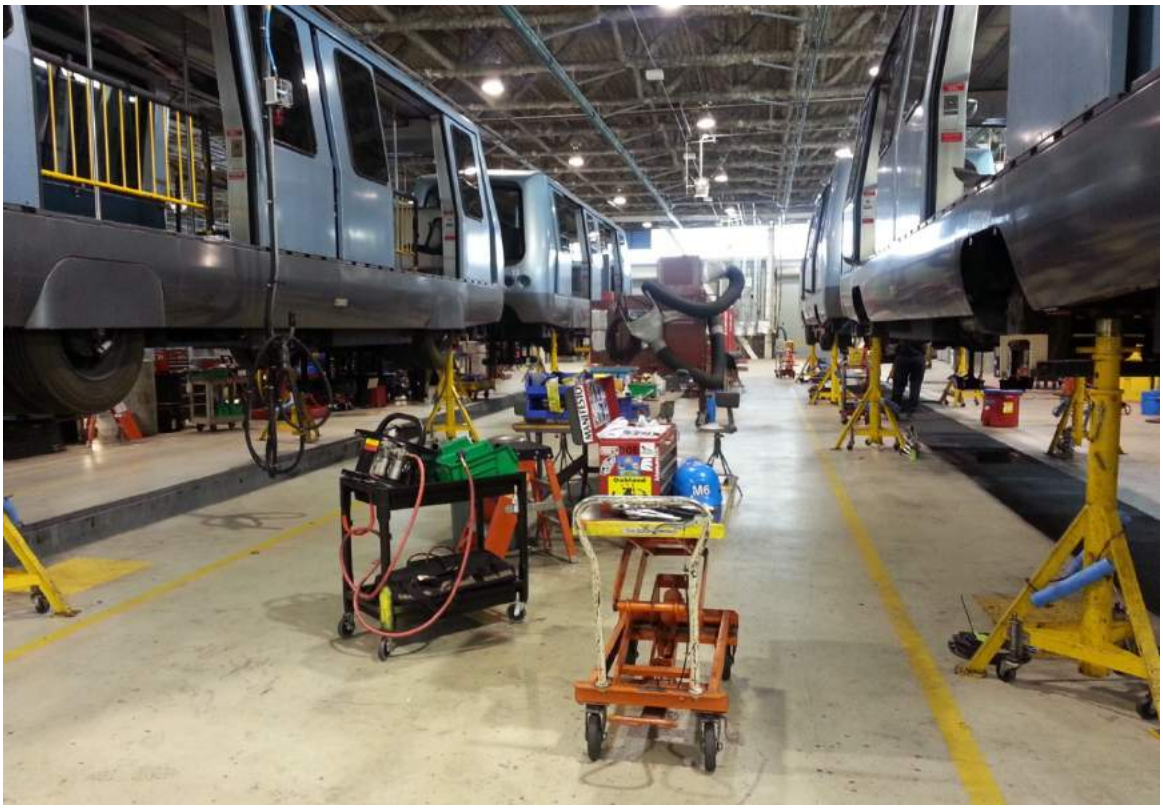


Figure 8-4: Example Heavy Maintenance

8.1.3. Vehicle Wash:

Automatic washing of the vehicle exteriors should be accomplished at a Vehicle Wash Facility. The vehicle wash is typically a stationary system located in/near/adjacent to the MSF building where trains can be either manually or automatically moved through the wash facility. Various required provisions, including sanitary sewer, power, and infrastructure provisions, will be needed. The location of the vehicle wash facility is identified in Figure 8-5.

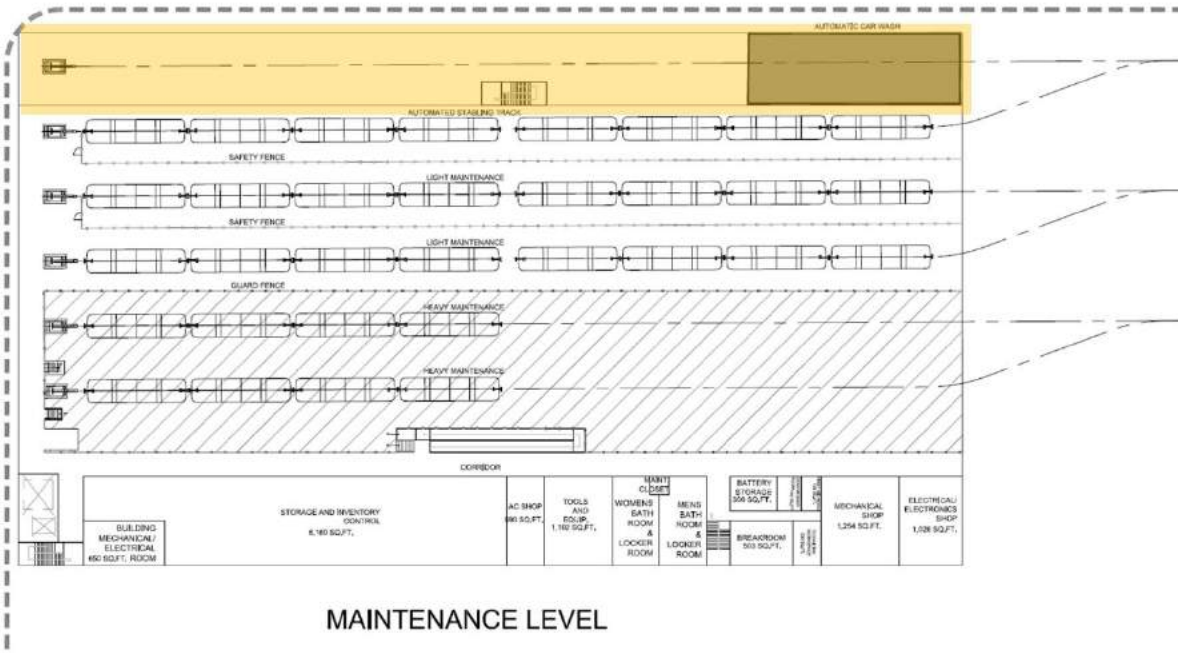


Figure 8-5: MSF Vehicle Wash

8.1.4. Maintenance Support Facilities

The following are the main support facilities needed for the APM MSF needs:

- Repair shops and inventory: For the maintenance of the APM equipment and storage of spare parts and inventory to support the maintenance needs, and located on the maintenance level
- Administrative: The APM operations and maintenance staff require space to support normal administrative functions. These are planned to be located on the mezzanine level.
- Command, Control, and Communications: The Command, Control, and Communications (CCC) facilities, which include the Central Control Room (CCR) and the CCC Equipment Room are planned to be located at the MSF on the mezzanine level.
- Roadway and Ground Floor Access: For personnel and visitor access, as well as deliveries and removal of inventory and equipment. These requirements are located on the ground floor.
- Power Distribution: The traction power substation is planned to be located at the MSF on the ground level. See Section 9 for further information on traction power substations.

These areas are identified in Figure 8-6, Figure 8-7, and Figure 8-8 and are further described in the following sections.

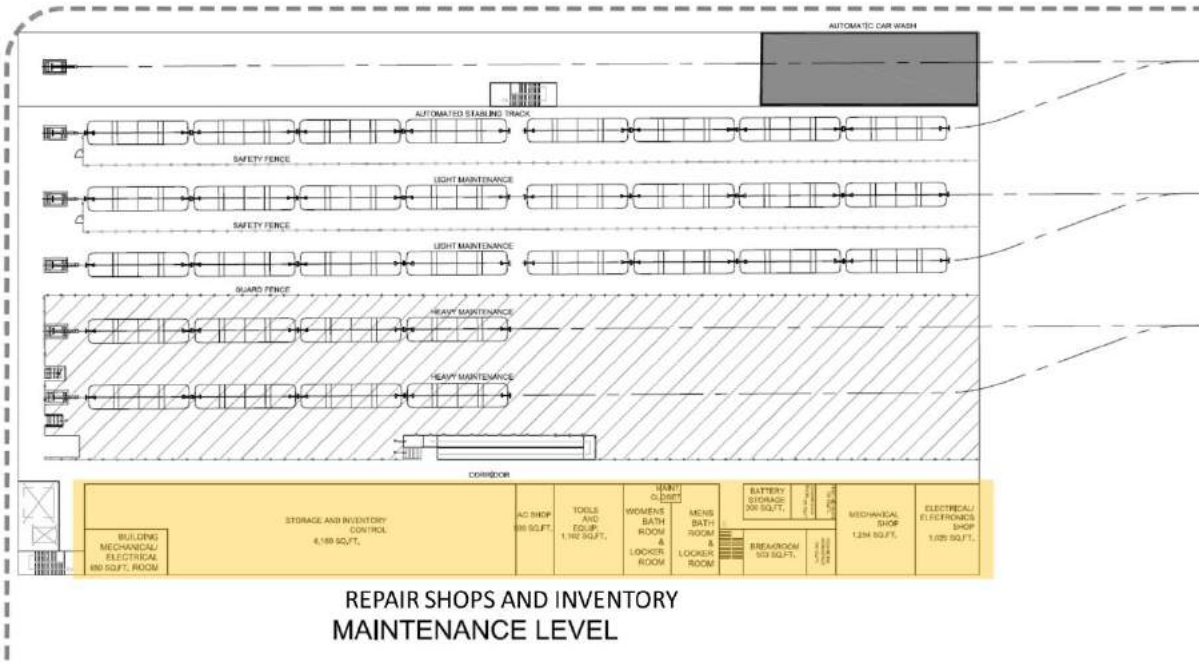


Figure 8-6: MSF Maintenance Level Support Facilities

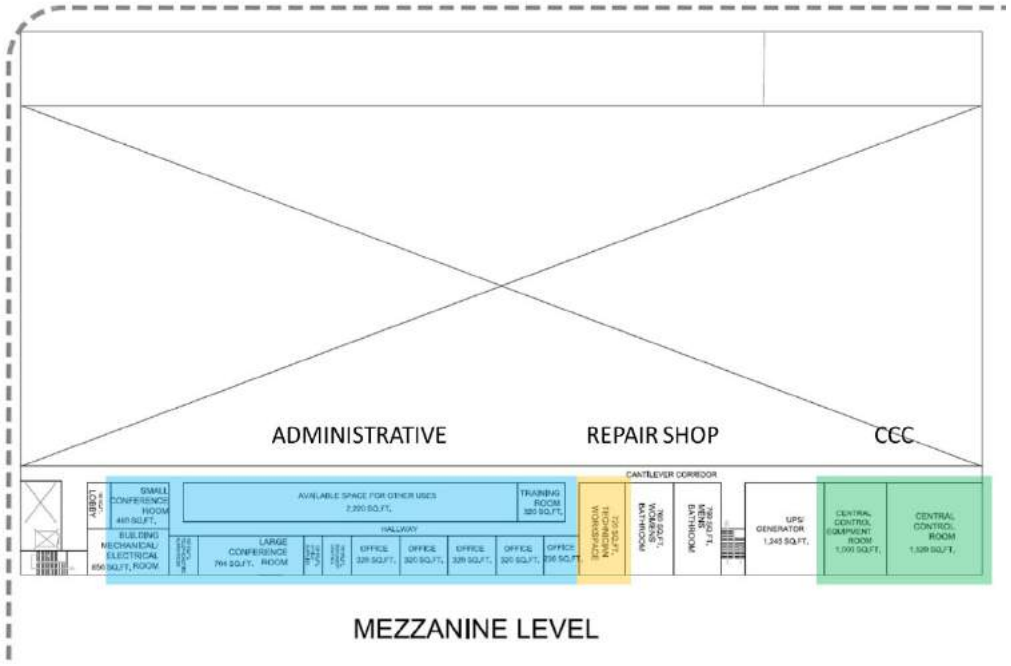


Figure 8-7: MSF Mezzanine Level Support Facilities

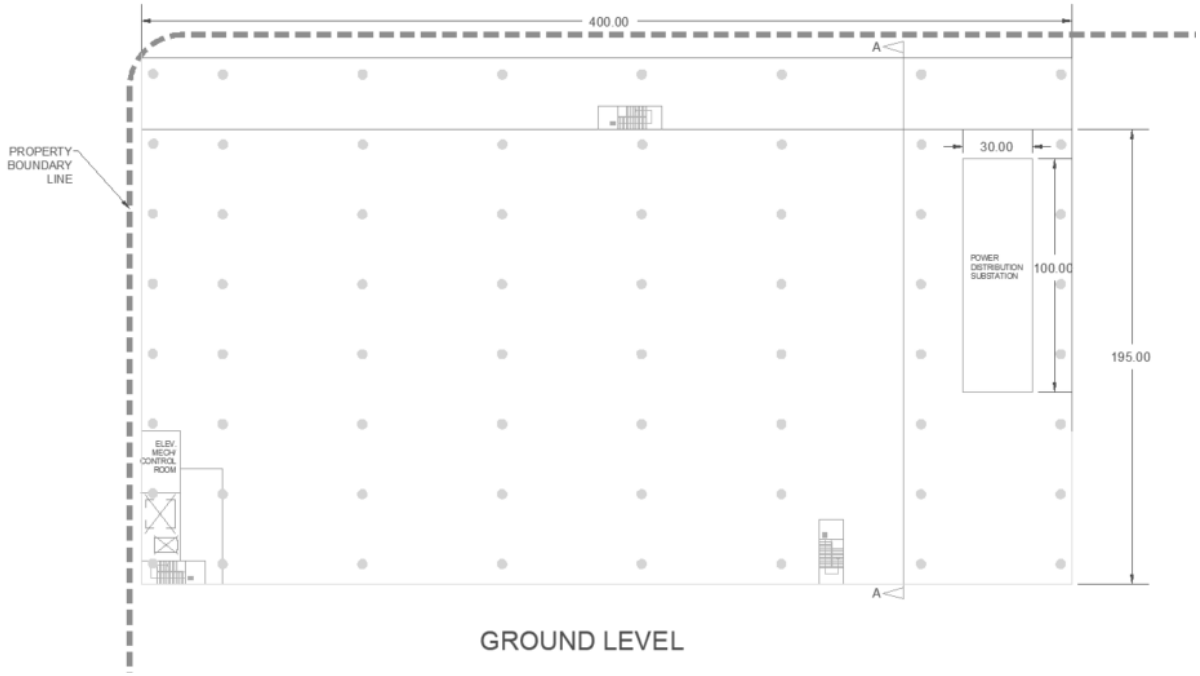


Figure 8-8: MSF Ground Level Support Facilities

In addition to the APM-specific functional areas, building HVAC, plumbing, electrical, and communications rooms will be required to serve the facility, and are anticipated to be located on the maintenance and mezzanine levels.

8.1.4.1. Repair Shops and Inventory

The maintenance support facilities provide for the maintenance of the APM system and vehicles. The shops and stores (i.e. inventory) allow for the maintenance of all but the most major repairs for all on-board and wayside systems. Major work includes the repair and replacement of bogies; traction motors; and heating, ventilation, and air conditioning (HVAC) units. All mechanical and electrical components are also repaired at the MSF. The shops include workbenches and storage areas, and specialty tools for each shop type. The electrical and electronics shops repair smaller components and units so access direction from the maintenance floor is less critical. Machine, HVAC, and mechanical shops are located with direct access to the maintenance areas.

The MSF must also house all inventory, including spares, tools, and consumables. All items must first be screened before being brought into the MSF facility. A sizable inventory area is therefore located in close proximity to the loading docks for easy access from the goods screening area. To maintain inventory control, this area is to be secured with protocol for parts/consumables removal and use.

A layout of the maintenance support facilities is provided in Figure 8-6 and Figure 8-7.

8.1.4.2. Administrative

The requirements for administrative offices are typical of any professional office environment. Besides office space for administrators and support staff, functional spaces for reception, records keeping, meeting, training, document receipt and transmission, copying, etc. are representative of those required in the APM administrative offices. The administrative offices should comply with the all relevant accessibility requirements.

Separation between administrative and maintenance staff uses is assumed, with the exception of shared conference and training rooms. Offices for maintenance managers are also assumed to be located with the administrative offices.

The location of the administrative offices is provided in Figure 8-7.

8.1.4.3. Command, Control, and Communications.

The command, control, and communications facilities, including the Central Control Room (CCR) and the CCC Equipment Room, are planned to be co-located at the MSF. Additional CCC equipment is located at stations and along the wayside. CCC equipment is required for train control and supervision, power control and supervision, station doors, dynamic graphics, closed-circuit television (CCTV), public address, radio, fire detection, and other System-related elements.

The CCR provides for the supervision of the overall APM operation. It houses all display, safety, and communications equipment required to monitor and control the APM system. Typical equipment includes large work consoles and monitor banks (for system overview, CCTV, etc.).

The CCC equipment room adjacent to the CCR houses all servers and equipment for the control of the APM system. The equipment room is also sized to house the uninterruptible power supplies (UPS) required for the operation of the System equipment. The UPS powers low voltage System equipment at the CCR and CCC equipment rooms.

The locations of the CCR and CCC Equipment Room are provided in Figure 8-7.

8.1.4.4. Roadway and Ground Floor Access

Road access to the MSF is required for employees, visitors, suppliers, and emergency vehicles. It is anticipated that all ground floor requirements can be accommodated below the building footprint.

- Employees and visitors require ample parking.
- Suppliers require a delivery entrance to load and unload equipment, materials and parts. A loading dock and adequate roadways and clearances must be provided for flat-bed trucks to deliver equipment and supplies into the MSF. The APM vehicles will be lifted onto the guideway, most likely at/near the MSF. Provisions must be made for these movements.
- Emergency Vehicles (fire trucks) require designated stopping positions for firefighting equipment adjacent to the MSF.

Appropriate space should be provided to allow adequate maneuvering by these ground vehicles. The number of employee parking spaces and assumed maneuvering for large delivery vehicles, as well as an area for APM vehicle delivery, have been identified in the conceptual MSF design. In addition to roadway access, vertical circulation (normal and emergency purposes) must also be provided, including a freight elevator for inventory/equipment delivery and removal.

An initial layout of the ground floor is provided in Figure 8-8.

8.1.5. Spatial Requirements

A summary of the estimated spatial requirements for all support facilities is provided in Table 8-1. These spatial requirements will be further refined during future phases of the project.

CONCEPTUAL MSF SPACE PLANNING REQUIREMENTS			
MAINTENANCE AND STORAGE FACILITY	**CITY OF INGLEWOOD APM**		
ROOM DESCRIPTION	**AREA (FT^2)**	**LEVEL**	**HVAC**
Central Control Room	1,500	mezzanine	Y
Central Control Equipment Room	1,000	mezzanine	Y
Telephone/Fire Alarm Room	200	mezzanine	Y
Management and Administrative Offices	1,350	mezzanine	Y
Lobby Reception	200	mezzanine	Y
Conference Room	500	mezzanine	Y
Restrooms (M/W)	350	mezzanine	Y
Training Room	350	mezzanine	Y
Technician Workspaces	950	maintenance	N
Break Room	500	maintenance	Y
Locker/Restrooms (M/W)	1,000	maintenance	Y
First Aid Room	100	maintenance	N
Storage/Inventory Control	6,150	maintenance	N
Electrical/Electronics Shop	1,250	maintenance	Y
Mechanical Shop	1,250	maintenance	N
AC Shop	600	maintenance	N
Welding Room	400	maintenance	N
Paint Shop	400	maintenance	N
UPS/Generator Room	1,000	maintenance	Y
Tools & Equipment	1,100	maintenance	N
Compressor	150	maintenance	N
Battery Storage and Charging	300	maintenance	Y
Vehicle Maintenance Area/Storage	60,800	maintenance	N
Car Wash & Equipment	13,800	maintenance	N
Elevators/Stairs/Hallways/Miscellaneous	2,200	mezzanine / maintenance	N
Loading Dock	400	ground	N
Power Substation	3,000	ground	Y
Total Maintenance Level (approx)	**91,950**	Approx 400 ft x 230 ft	
Total Mezzanine Level (approx)	**5,450**	Approx 400 ft x 43 ft	
Total Ground Level (approx)	**3,400**		
Total Area	**97,400**		

Table 8-1: Conceptual MSF Space Planning Requirements

8.2. Elevations

The guideway elevation in the MSF is dictated by the elevation of the mainline guideways outside of the MSF. The top of building measured from existing grade is approximately 75'. A cross section of the MSF is provided in Figure 8-9.

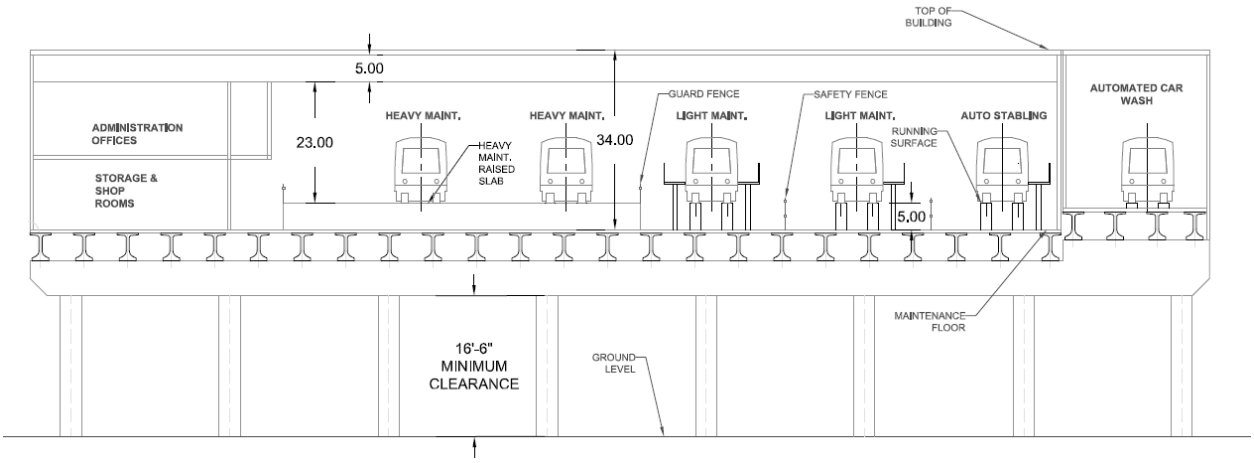


Figure 8-9: MSF Cross Section

9. Traction Power Substations

This section summarizes the preliminary power requirements analyses and results for the mainline operations and MSF operations for the ITC system. In order to obtain the power requirements for the ITC System, detailed load-flow analyses were performed for the rubber-tire APM technology for multiple traction power substation (TPSS) location combinations. These load-flow analyses results were then combined with estimated power requirements for the MSF to determine the transformer ratings for each of the TPSS locations.

This report identifies the key assumptions used as the basis for the analysis, provides some basic information about traction power systems and substations for informational purposes only, and summarizes the analysis results and considerations.

9.1. Introduction

The analysis for the propulsion power needs for the ITC system and therefore took into account the operations for normal and special event service.

Propulsion power (i.e. the power to run the train on a guideway) is provided via traction power substations (TPSS) located along the alignment. Each TPSS includes equipment to transform the medium- to high-voltage power feed provided from the power companies to the required 750-volt direct current (VDC) needed to power the vehicles and other ancillary equipment.

A key element in a TPSS is the transformer/rectifier unit, which needs to be sized to accommodate the power requirements for operating multiple trains simultaneously on the system. Load flow analyses were therefore performed to assess the potential locations for the TPSS to determine the required locations for the substations and required transformer sizes to provide the necessary service for the ITC system.

The load flow analyses were performed using two Lea+Elliott simulation and calculation models, the Legends© Train Performance Simulator (TPSim) and the Power Demand Analysis Model. The train performance simulator calculates individual train performance and power demand characteristics on a per second and guideway location basis throughout a single round-trip. The power demand analysis model accumulates the total simultaneous (also on a per second basis) power demand for all trains operating at a defined headway using the output of the train performance simulator. The power demand analysis model then calculates the power demand for each substation as a function of the positional and time Kilo-Volt Ampere (KVA) requirements of each train consist that is receiving power from that particular substation. The substation load calculation output provides both per second and root mean squared (RMS) KVA loads for each substation.

Predicted train performance from the Train Performance Simulator is obtained using a typical large capacity APM vehicle and train model, operating on the proposed ITC System alignment shown in Figure 2-1. To determine PDS substation requirements, simulations were conducted using 4-car trains loaded at the design load (AW1).

The operational train performance data was then applied to the Power Demand Analysis model to establish the peak and RMS capacity requirements for the minimum number of fully redundant substations. The configuration of substations was analyzed using the power analysis model and using this information, the Power Demand Analysis model generates the time and location distributed electrical load data.

9.2. Assumptions

The following are the key assumptions for the power load flow analyses:

1. The system must be able to operate at a minimum, 6 x 4-car trains at approximately 125-second headways.
2. The system operates for 18 hours per day and is closed with no trains operating for 6 hours per day.
3. The system alignment is approximately 8,500 feet of dual lane guideway and includes three stations and an MSF as shown in Figure 2-1 above.
4. Various potential locations for the PDS were identified along the alignment, including locations near all stations. Based on discussions to date with the City on the possible use of various properties along the alignment, those locations were refined to the following two locations, as shown in Figure 9-1. Further details on the parcels tentatively identified as possible locations for the PDS are provided in Appendix D.
    1. MSF site at 500 E Manchester Blvd, Inglewood, CA 90301 adjacent to E. Spruce Ave.; and
    2. City of Inglewood Intermodal Transit/Park and Ride Facility (ITF) site, or similarly located site, on the east side of Prairie Ave.

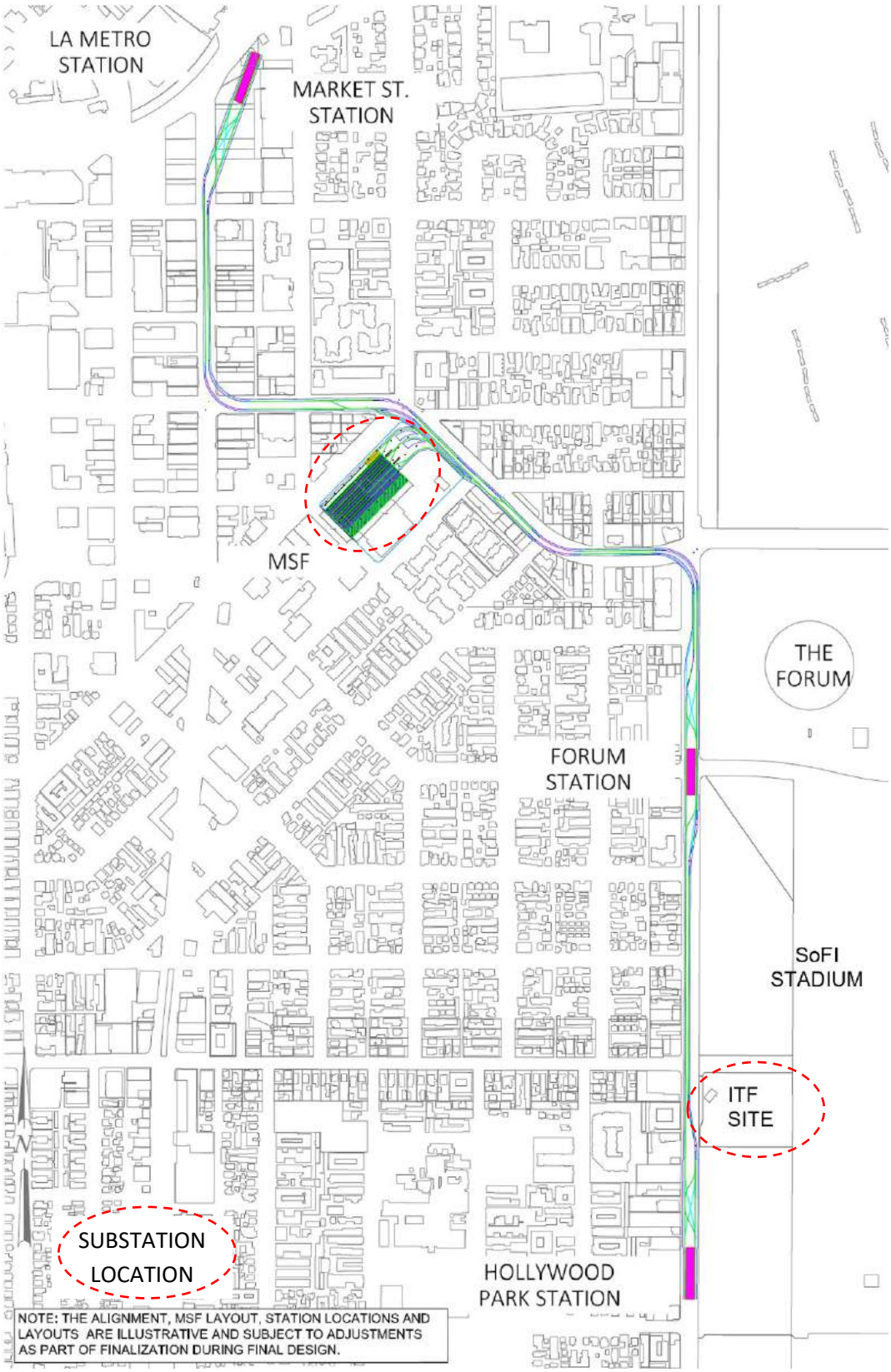


Figure 9-1: Potential Locations for ITC PDS Substations

5. The TPSS system will be fully redundant, meaning that there is not a single point of failure within the substations. Having a fully redundant substation requires the following:

    a. Primary power is expected to be provided by two separate primary power feeders such that the loss of a single feeder would not affect train operations. While future coordination with Southern California Edison will be required, the provision for, at a minimum, two separate feeders will continue as a base requirement for the system.

    b. Each TPSS will include two sets of equipment such that the loss of any single element within the TPSS (e.g. feeder, transformer, breaker, etc.) would not affect train operations.

6. Other non-vehicle propulsion loads included the APM equipment located in the APM equipment rooms in each station and the MSF.

7. 750 V DC distribution and rail resistance for a typical 750 V DC distribution APM system.

8. The MSF will be sized to store the full 6 train fleet and includes 4 maintenance berths and 4 automated storage berths.

9. The MSF must be able to perform maintenance on the maximum anticipated occupied berth based on the anticipated operations. This occurs during normal, non-event operations where 1 x 4-car train or 2 x 2-car trains are in operation.

9.3. Typical Substation Information

Prior experience indicates that when using DC power distribution, optimum performance of the PDS is obtained when the spacing between substations is kept under 5,000 feet due to power rail voltage drop and substations are located optimally between 100 feet and 500 feet from the guideway.

Actual substation locations may be changed as the result of a design process by the final selected supplier who will utilize more complex dynamic load flow comparative analysis techniques that are based on their specific system design criteria. Such a load flow examination is a design process beyond the scope of this programming level analysis effort since generic vehicle characteristics were assumed for the analysis. Nevertheless, the location selections made here may be considered appropriate to satisfy efficient system performance and for prediction of power consumption and substation capacity requirements.

9.3.1. Substation Single Line Diagram

A typical single line diagram for a DC distribution system is provided in Figure 9-2 below. As mentioned previously, each substation will typically be designed to utilize two sets (redundant) of transformer/rectifiers such that either transformer/rectifier set is capable of supplying the entire substation load indefinitely.

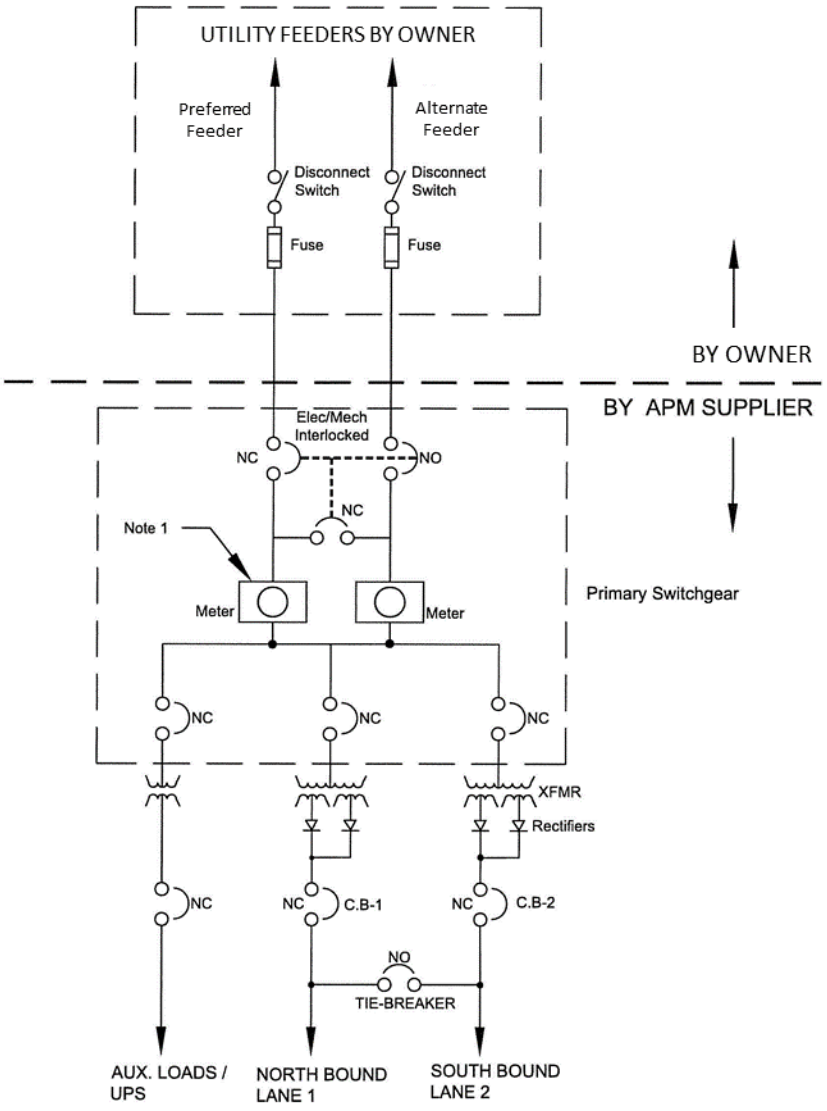


Figure 9-2: Typical Single Line Diagram

9.3.2. Estimated PDS Substation Space Allocations

The estimated minimum room space allocation for a fully redundant PDS substation is approximately 3,000 square feet and with 14 feet of clearance above the finished floor. Substations should be generally rectangular for power equipment placement. However, different aspect ratios can be considered provided that equipment spacing meets all applicable local codes and the National Electrical Code. The PDS substation houses transformers, DC rectifiers, primary and secondary switchgear, APM System auxiliary power and other propulsion related equipment required to provide power to the APM System for vehicle propulsion and other System equipment.

The PDS substation requires access for truck loading and adequate space for the passage for installation/replacement of PDS equipment. A typical DC propulsion power substation layout is illustrated in Figure 9-3 below.

Access to substations is also required for personnel to perform maintenance and testing activities. The PDS substation design should consider parking for approximately four APM ground maintenance vehicles and a loading/unloading zone to maneuver equipment, tools, and materials for maintenance activities. Ramps providing smooth transition over curbs, as applicable, should be provided to enable efficient movement of equipment.

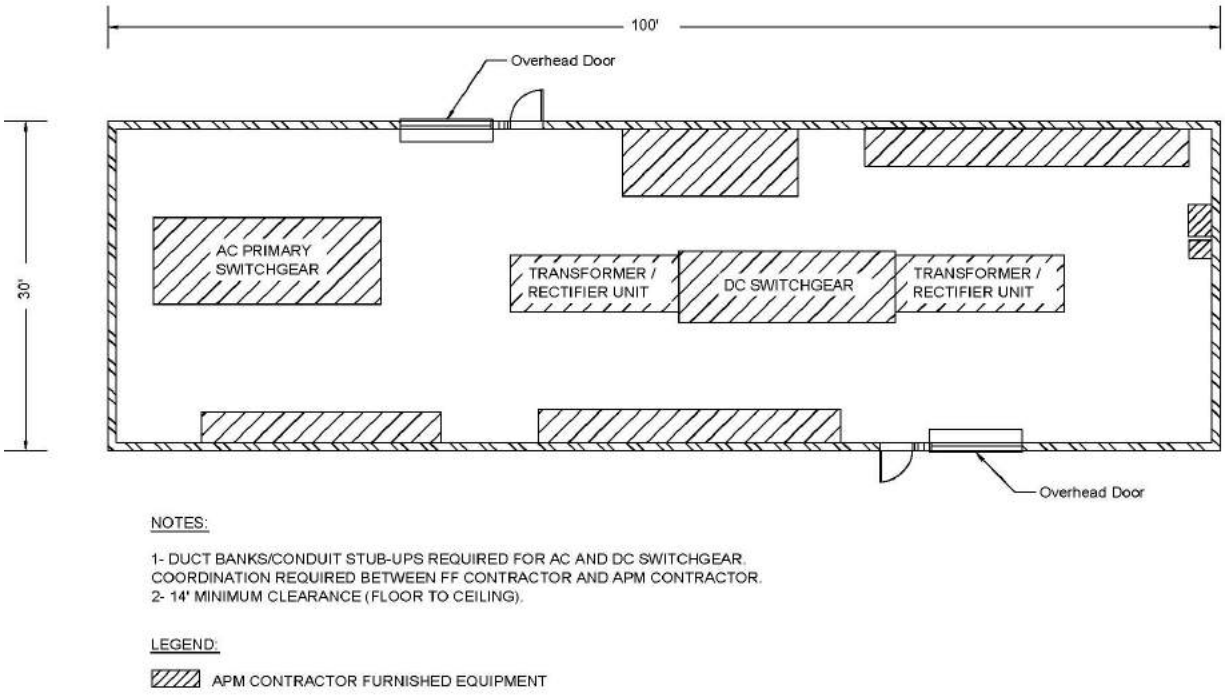


Figure 9-3: Typical Substation Layout

9.3.2.1. Underground PDS Substation

Typically, PDS substations are located at-grade due to local codes and regulations or at the direction of the local authorities having jurisdiction (AHJ). However, the possibility of an underground substation is also being preserved for as part of the ITC project. Further review of applicable codes and regulations and discussions with the AHJ are required for final determination on the acceptability of an underground substation.

For underground substations, the above requirements for an approximately 30 ft x 100 ft room is still applicable. Access for personnel and installation/replacement of smaller equipment can occur via freight elevators, and at a minimum, two staircases (one for normal access, and another for emergency egress). It is estimated that in addition to the 30 ft x 100 ft room, an additional space of approximately 30 ft x 30 ft should be adequate to fit the required vertical circulation. Access for large equipment

installation/replacement, which is expected to occur infrequently, can occur via an access hatch located over the substation room in lieu of a ramp for truck access. The use of an access hatch minimizes the amount of underground excavation and construction. With the access hatch, equipment would be lowered down into or lifted u out of the substation via a temporary crane.

Note that, in addition to code/regulatory and local authority having jurisdiction requirements, the following may also be considerations for underground PDS substations:

- Water table and flooding;
- Water proofing design requirements;
- Air circulation equipment to ensure the necessary conditions are maintained within the substation; and
- Other safety and environmental mitigations.

9.4. Analysis Results

The following are the results of the load-flow analysis performed for mainline operations, as well as the estimated power load for the MSF.

9.4.1. Mainline Operations

The objective of the analysis was to determine the following:

A. Normal Operation: The service that could be operated with TPSSs located at the MSF and at the ITF site with both TPSS in operation;
B. Failure Operations: The service that could be operated with one full TPSS out of service and the other in service; and
C. The resulting transformer size for each TPSS location.

The results indicated that the two TPSS provide adequate redundancy with the ability to operate the 6 x 4-train fleet, even with either TPSS out of service.

9.4.2. Normal Operation

The following tables present the results of the load flow analysis based on Normal Operation with both TPSS in operation for the 6 x 4-car fleet. Normal Operations can be operated with the MSF and ITF site substation locations.

Normal	Peak Power (KW)	RMS Power (KW)	Average Power (KW)	RMS Current (A)
MSF Site TPSS 1	2008	834	755	1067
ITF Site TPSS 2	2119	777	639	996

Table 9-1: Normal Operations Load Flow Analysis

9.4.3. Failure Operations

The following presents the results of the load flow analysis used to determine the operations that are capable when one full TPSS is out of service. The analysis determined that with one TPSS out of service, the system can continue to operate the 6 x 4-car trains.

Based on the results provided in Table 9-2, the minimum transformer sizing is 2.0 MW.

Loss of TPSS 1	Peak Power (KW)	RMS Power (KW)	Average Power (KW)	RMS Current (A)
MSF Site TPSS 1	0	0	0	0
ITF Site TPSS 2	4152	1671	1447	2200
Loss of TPSS 2	**Peak Power (KW)**	**RMS Power (KW)**	**Average Power (KW)**	**RMS Current (A)**
MSF Site TPSS 1	4353	1668	1436	2197
ITF Site TPSS 2	0	0	0	0

Table 9-2: Failure Operations (6 x 4-car Train) Load Flow Analysis

9.4.4. MSF Operations

The power requirements for the MSF were developed assuming a worst-case scenario where during operating hours, 1 x 4-car or 2 x 2-car trains are operating on the mainline and maintenance is simultaneously being performed on the remaining trains at the MSF. During non-operating hours, all four maintenance berths are simultaneously performing maintenance. This worst-case scenario provides a conservative estimate for the power requirements for the MSF.

Based on the above assumptions and the operating hours noted in Section 9.2 Assumptions, it is estimated that the transformers at the MSF TPSS location will need 0.5 MVA of additional capacity.

The power usage for the automated stabling tracks can be accommodated by the power requirements for the mainline operations. There is no situation where trains are being moved into/out of the automated stabling area while the mainline is operating 6 x 4-car trains. Trains can only be moved into/out of automated stabling when the number of trains operating on the mainline is reduced. Therefore, it is not required to increase the size of the MSF or the mainline transformer sizes to power the automated stabling tracks.

9.5. Conclusions and Recommendations

The following table identifies the estimated transformer sizes for the analyzed MSF site and ITF site TPSS locations, along with Lea+Elliott's recommendations and comments.

These sizes and recommendations are based on an assumed high reliability robust level of service that is reasonable for this early level of planning. As the project progresses, the transformer sizes can be further optimized. In addition, if the peak hour demand assumptions are updated in a future phases due to updates to the number of trains in the system, additional load flow analysis will be required to determine the resulting estimated transformer sizes and TPSS facility size.

TPSS Locations	Transformer Size	Comments
MSF Site	2.5 MVA (2.0 MVA + 0.5 MVA)	• Strongly recommend providing two TPSS. • Provides Normal Operations and Failure Operations of 6 x 4-car trains with one full TPSS out of service. • Further optimizing of transformer sizes can occur in a future phase of the project.
ITF Site	2.0 MVA	

Table 9-3: Summary of Estimated Transformer Sizes

Two TPSS is strongly recommended. Although one TPSS appears sufficient to support the Normal Operation, no redundancy during failure operation can be provided with one TPSS. Although reduction from two to one TPSS would result in a capital cost savings of upwards of $3 Million, this savings does not outweigh the potential risks of failure scenarios and reduced future operational flexibility.

9.6. Coordination with Southern California Edison

In 2019, the EIR team reached out to Southern California Edison (SCE) to begin coordination related to the power demand requirements for the ITC system. The goal was to identify whether there were any major shortfalls or major issues at this time from a power capacity perspective.

The ITC Team provided the following requirements and assumptions to SCE regarding the ITC Project:

- The project would require approximately 10 MVA to power the System (trains, traction power, etc.) and infrastructure (Station lighting and vertical circulation, guideway lighting, etc.).
- Fully redundant power feeds are requested.
- Feeds to be provided at single location. The ITC Project would distribute power as needed.

Using these assumptions, SCE's Distribution Engineering department completed a high-level Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the ITC Project's recommended full redundancy design. SCE's analysis assumed the use of the existing single (non-redundant) 16kVA circuit currently available along Market St. as it may be the most likely used circuit for the ITC Project.

The results of SCE's Distribution Study found that:

- The maximum load that can be accommodated at the present time is 10 MVA.
- To accommodate the 10MVA with full redundancy, the following upgrades would be required:
  - 1,500' of new civil work/duct banks
  - 1,860' of new 1000 JCN cable
  - 1,700' of upgrading/re-cabling existing SCE Primary cable to 1000 JCN
  - Two new Gas Switches

These values and upgrades are based on the current projected loads for 2026. SCE's also noted that their distribution system is dynamic and is subject to change as we approach the 2026 date. As the project details develop, SCE can effectively plan for this new load. The ITC project will need to be reevaluated by the SCE Distribution Engineering in a future phase of the project as the details are finalized.

Email correspondence from SCE are provided in Appendix E for reference.

10. Conceptual Cost Estimates

The total cost for an APM project is comprised of the cost for the infrastructure and the Operating System. The following sections provide a summary of the conceptual capital and Operations and Maintenance (O&M) cost estimates for the APM Operating System only. The APM infrastructure capital and O&M cost estimates were prepared separately by the EIR team's structural cost estimation consultant.

An APM project, including this ITC project, can be separated into the following two distinct elements:

- APM Operating System: The APM operating system includes the rolling stock (vehicles) and associated equipment (such as automatic train control and communications equipment, traction power distribution system, guidance and power rails, running surface/trackwork, public address and CCTV systems, maintenance equipment etc.) required for the integrated safe and reliable operations of the APM operating system. The APM operating system equipment is installed within APM Fixed Facilities; the requirements are driven by the APM operating system.
- APM Infrastructure (also called Fixed Facilities (FF)): APM Infrastructure is generally comprised of the passenger stations, guideway structures, maintenance and storage facility (MSF), central control facilities, power substations and equipment rooms, as well as establishing appropriate interfaces for life-safety systems such as lightning protection, grounding, NFPA 130, etc. The APM Infrastructure requirements are driven by the APM operating system.

APM Operating Systems are proprietary designs that must be procured as complete packages, whether in standalone contracts for Operating System or as part of a larger Design Build Operate Maintain contract with the design and construction of the infrastructure. In some cases, large infrastructure investments are also procured with the financing of the project integrated into the project delivery, such as Design Build Finance Operate Maintain (DBFOM). The procurement approach for the ITC project has not yet been determined.

10.1. Systems Capital Cost Estimate

10.1.1. Overview

APM Operating Systems are proprietary designs that must be procured as complete packages. The major subsystems (e.g., vehicles, tracks, switches, control systems, station equipment, etc.) from different suppliers cannot be mixed to form a system. Therefore, the APM Operating System must be procured under a turnkey design, supply and installation contract. The APM Operating System equipment designs are proprietary and are different for each of the suppliers. Due to the highly specialized nature of this work, there are a limited number of qualified, responsible suppliers for the APM Operating System. As a result, the costs within the APM industry vary on a project by project basis often driven by market conditions (i.e. how many APM procurements are ongoing, economic conditions, as well as a potential supplier's strategic considerations in gaining market share, among other things), degree and level of competitive interest in the procurement, and the project specific requirements. Some of the key project

specific requirements for an APM System include the fleet size, capacity requirements, operational modes and more significantly, the general terms and conditions of the contract, including but not limited to caps on damages.

The ITC project has been programmed for a "generic" class of large APM technology, including large monorails, to facilitate a competitive procurement environment.

The generic APM Operating System includes characteristics common to the available proprietary technologies such that these technologies could be "easily adapted" to site specific requirements. The aim of this approach is to ensure that the project is compatible with the various APM technologies and thus increase the competitive environment.

For cost estimating purposes, Lea+Elliott has developed a proprietary cost model using cost data from historical projects that can be programmed to create a theoretical composite APM Operating System most like the APM Operating System planned for the subject project. The cost model considers prices from an extensive database, including costs of APM systems with similar characteristics to the system being estimated.

10.1.2. Capital Cost Estimate Breakdown

Table 10-1 provides a breakdown of the estimated capital cost for the APM Operating System by subsystem and/or major activity. The following items are taken into consideration in the estimate:

- This estimate is provided in 2018 dollars; additional escalation to mid-point of construction or bid dates is to be added should they be needed.
- Overhead and Bond costs are included in the contractor's project management and administration, as they are typically assigned to this line item by the bidder/supplier.
- A 15% contingency is applied, which is applicable due to:
    - Level of unknowns at this early planning level of this project.
    - The proprietary nature of the technologies, as suppliers' competitiveness, and therefore prices, vary depending on different economic factors.
- Fare collection costs are identified in a separate line item as further analysis and discussions are required to determine whether fare collection will be applied to this project.
- This estimate does not include the APM infrastructure cost, or the Owner's costs for project management, technical assistance and administration of the contract, and any legal fees.

APM OPERATING SYSTEM CAPITAL COST ESTIMATE (DOES NOT INCLUDE INFRASTURCTURE)			
ITEM DESCRIPTIONS	**MAJOR QUANTITY AND UNIT**		**ESTIMATED COST**
GUIDEWAY EQUIPMENT	16,880	LINEAR FT. GUIDEWAY	$32,500,000
STATION EQUIPMENT	3	STATIONS	$3,500,000
MAINTENANCE AND STORAGE FACILITY EQUIPMENT	1	LUMP SUM	$12,800,000
POWER DISTRIBUTION SYSTEM EQUIPMENT	2	PDS	$8,800,000
AUTOMATIC TRAIN CONTROL EQUIPMENT	1	LUMP SUM	$14,400,000
COMMUNICATIONS EQUIPMENT	1	LUMP SUM	$3,500,000
CARS	24	EACH	$65,100,000
OTHER OPERATING SYSTEM EQUIPMENT OR FACILITIES	16,880	LINEAR FT. GUIDEWAY	$9,100,000
OPERATING SYSTEM VERIFICATION AND ACCEPTANCE	4%	% of subtotal	$6,600,000
OPERATING SYSTEM CONTRACTOR'S PROJECT MANAGEMENT AND ADMINISTRATION	32%	% of subtotal	$50,200,000
SYSTEM TOTAL			$206,500,000
CONTINGENCY FACTOR		15%	$31,000,000
TOTAL (ESTIMATE YEAR= 2018$)			**$237,500,000**

FARE COLLECTION	3	Sta	$2,500,000
CONTINGENCY FACTOR		15%	$400,000
TOTAL (ESTIMATE YEAR -2018$)			**$2,900,000**

Table 10-1: Conceptual APM Operating System Capital Cost Estimate

10.2. Operations & Maintenance Cost Estimate

10.2.1. Overview

The Systems O&M is typically performed by the Contractor as part of their delivery of the initial system. The annual O&M cost estimate addresses labor, power and material (i.e., parts and consumables) costs for the system operations and estimated fleet size. O&M costs include vehicle and guideway maintenance, system controls, fare collection, roving staff that can respond to mechanical problems and emergencies, and management and administration support. As an automated system, APM O&M labor costs can be relatively low compared to regular transit and allow more frequent service to be operated.

10.2.2. O&M Cost Estimate Breakdown

Table 10-2 provides a breakdown of the O&M estimate for the APM system equipment. The following items have also been taken into consideration in the estimate:

- Estimate is provided in 2018 dollars.
- A 20% contingency is applied, which is applicable due to:
    - Increased level of unknowns at this very early planning level of this project
    - The proprietary nature of the technologies, as suppliers' competitiveness, and therefore prices, vary depending on different economic factors.
- A 10% profit is assumed for the Contractor.
- Fare collection costs are identified in a separate line item as further analysis and discussions are required to determine whether fare collection will be applied to this project.
- This estimate does not include the infrastructure O&M costs or the Owner's costs for project management, technical assistance and administration of the contract, and any legal fees.

APM OPERATING SYSTEM O&M COST ESTIMATE (DOES NOT INCLUDE INFRASTRUCTURE)		
ITEM DESCRIPTION		**ESTIMATED COST**
LABOR		$5,240,000
MATERIALS		$1,810,000
	SUBTOTAL	**$7,050,000**
PROFIT AND G&A	10%	$710,000
	ANNUAL O&M CONTRACT	**$7,760,000**
UTILITIES		$1,320,000
TECHNICAL ASSISTANCE		$100,000
OTHER APM ADMINISTRATIVE REQUIREMENTS		$100,000
	SUBTOTAL	**$9,280,000**
CONTINGENCY	20%	$1,860,000
	TOTAL ANNUAL O&M COST	**$11,140,000**

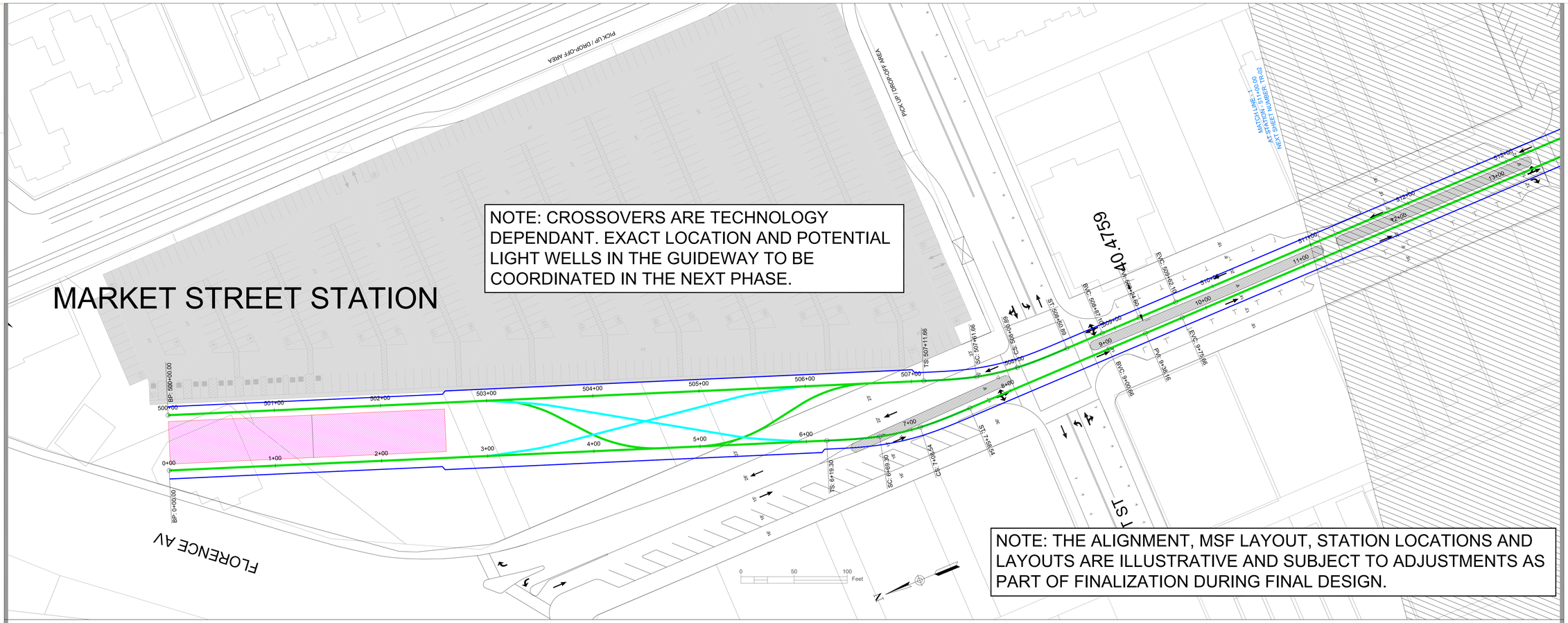
Table 10-2: Conceptual APM Operating System O&M Cost Estimate

Appendix A: ITC Alignment Plan and Profile

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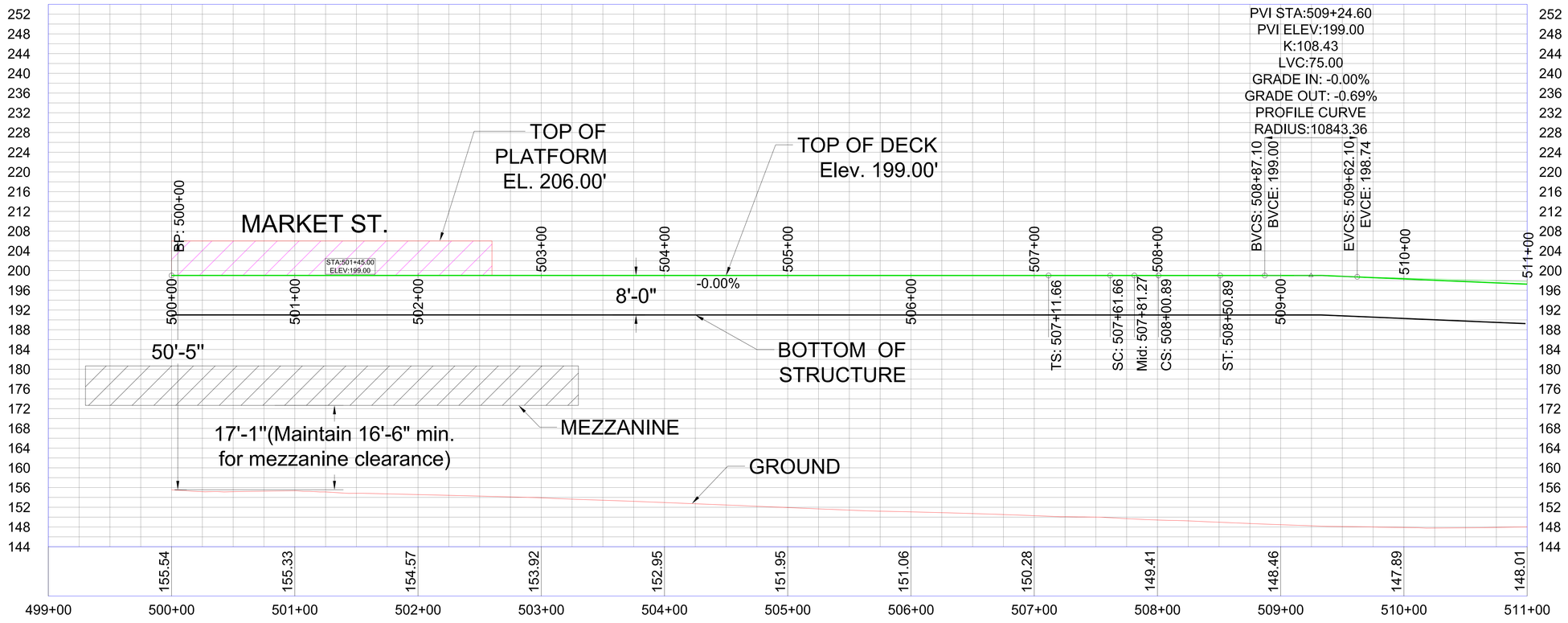
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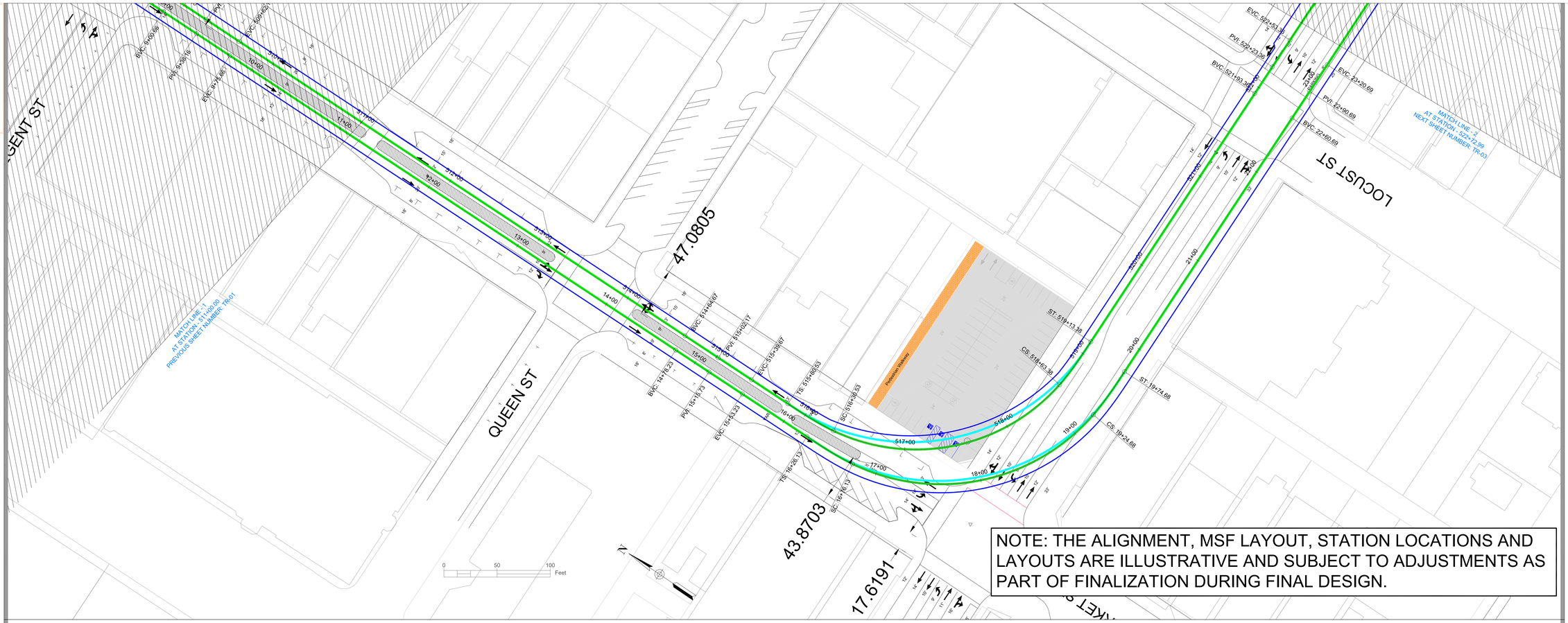
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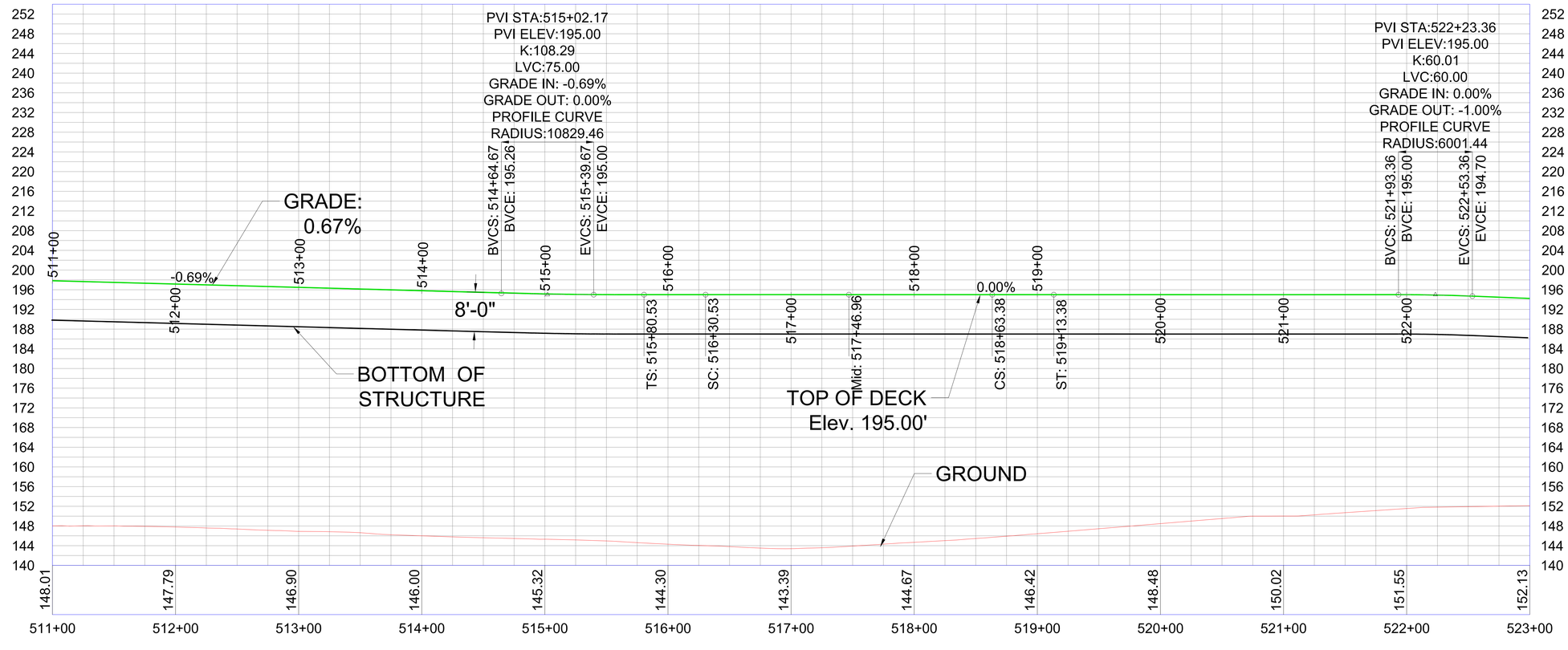
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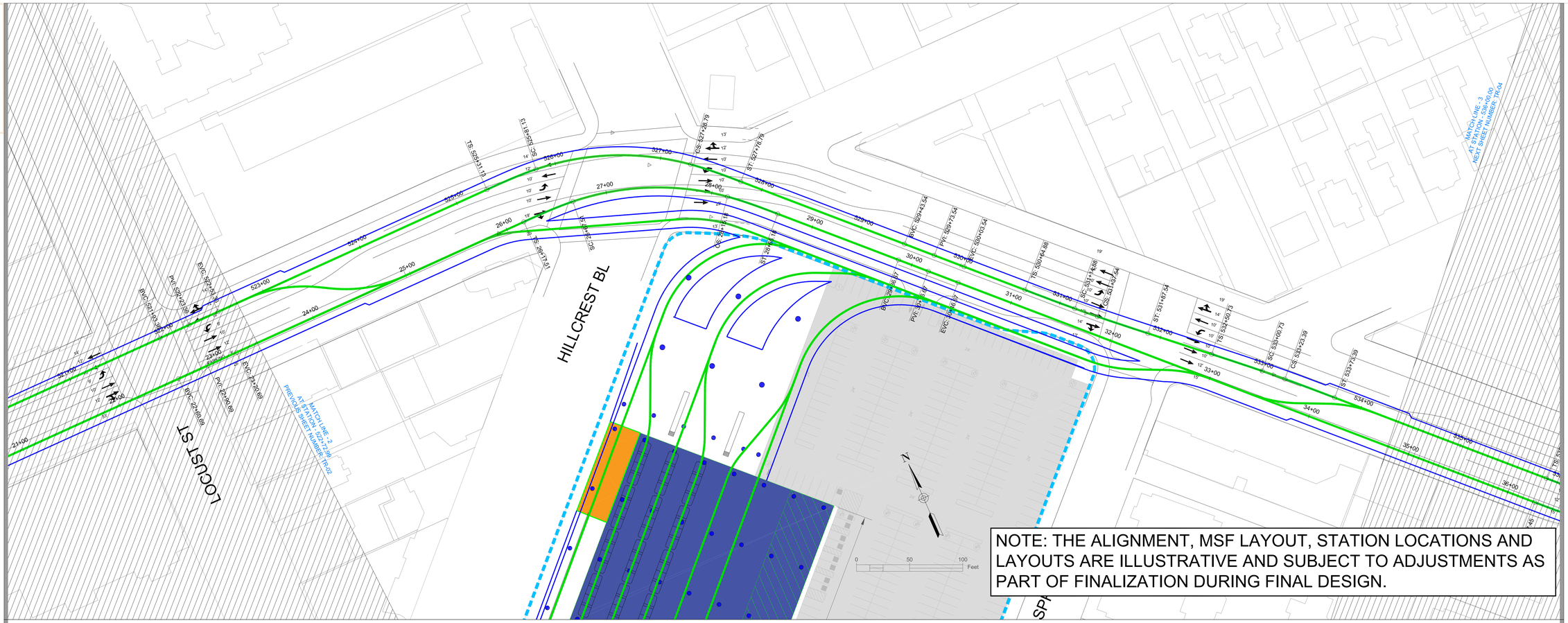
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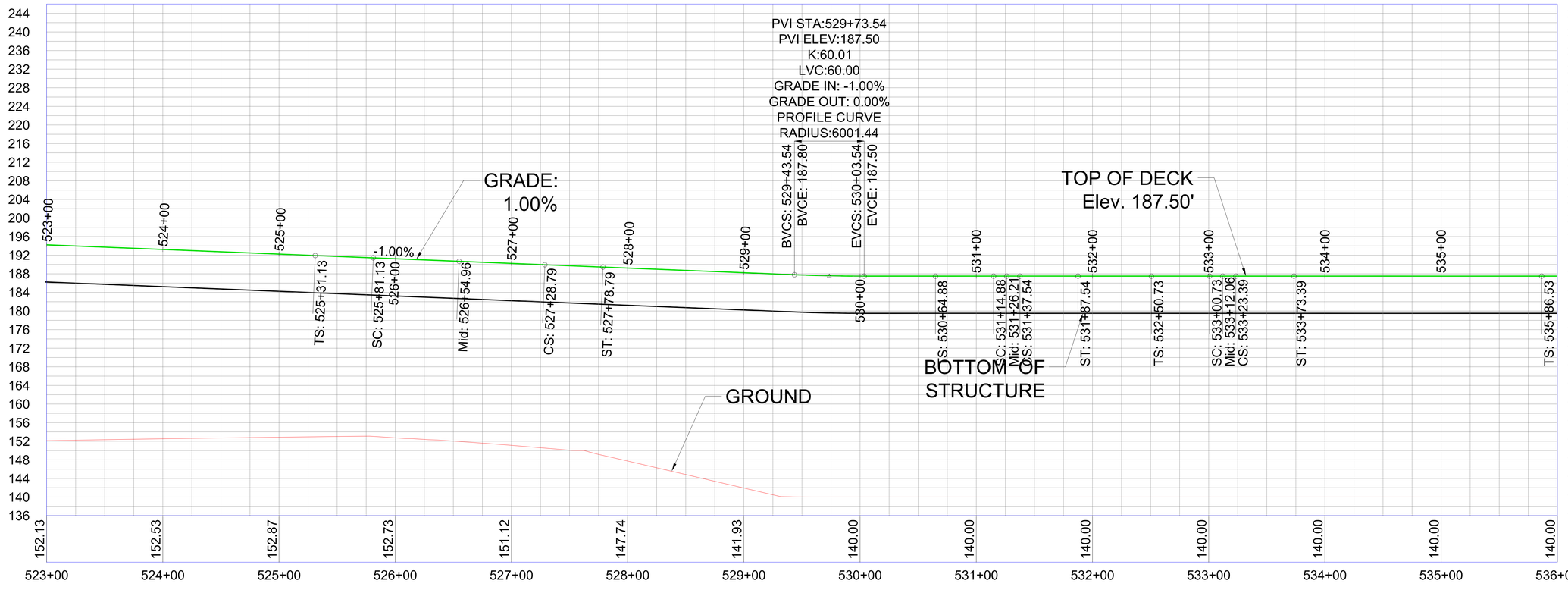
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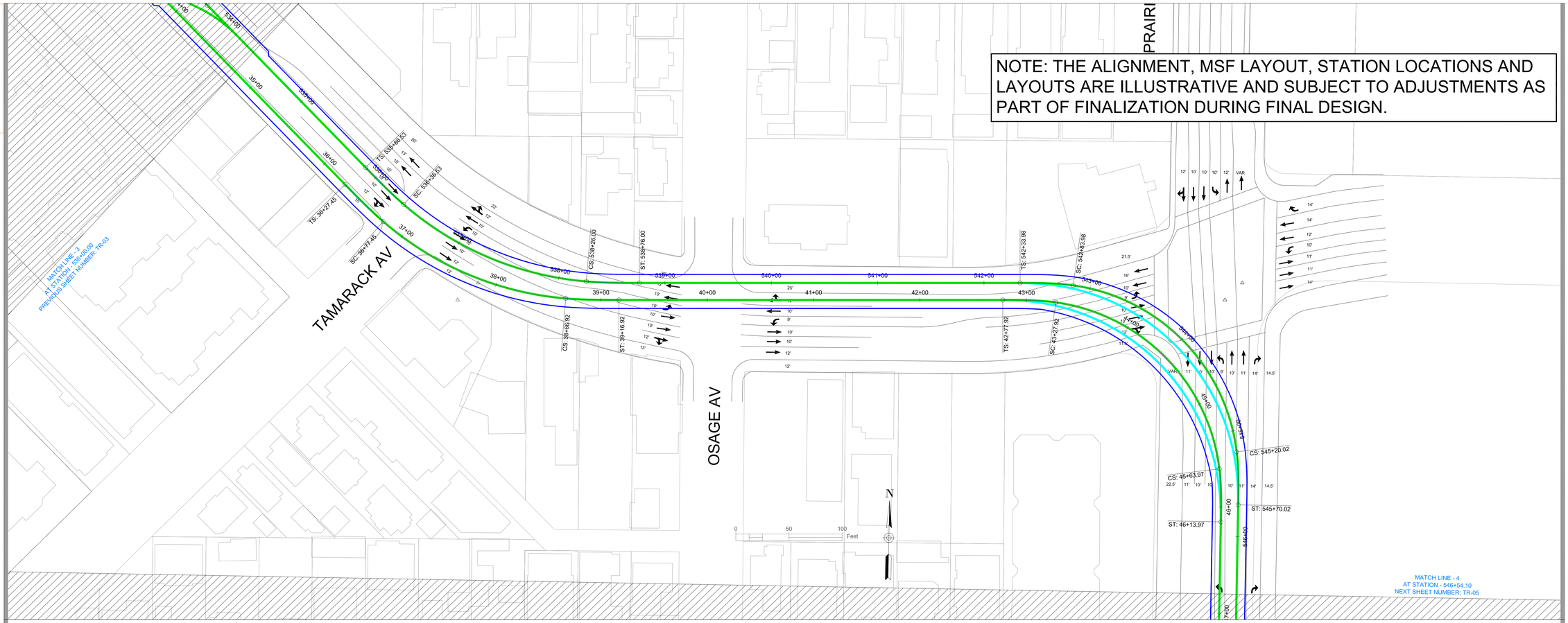
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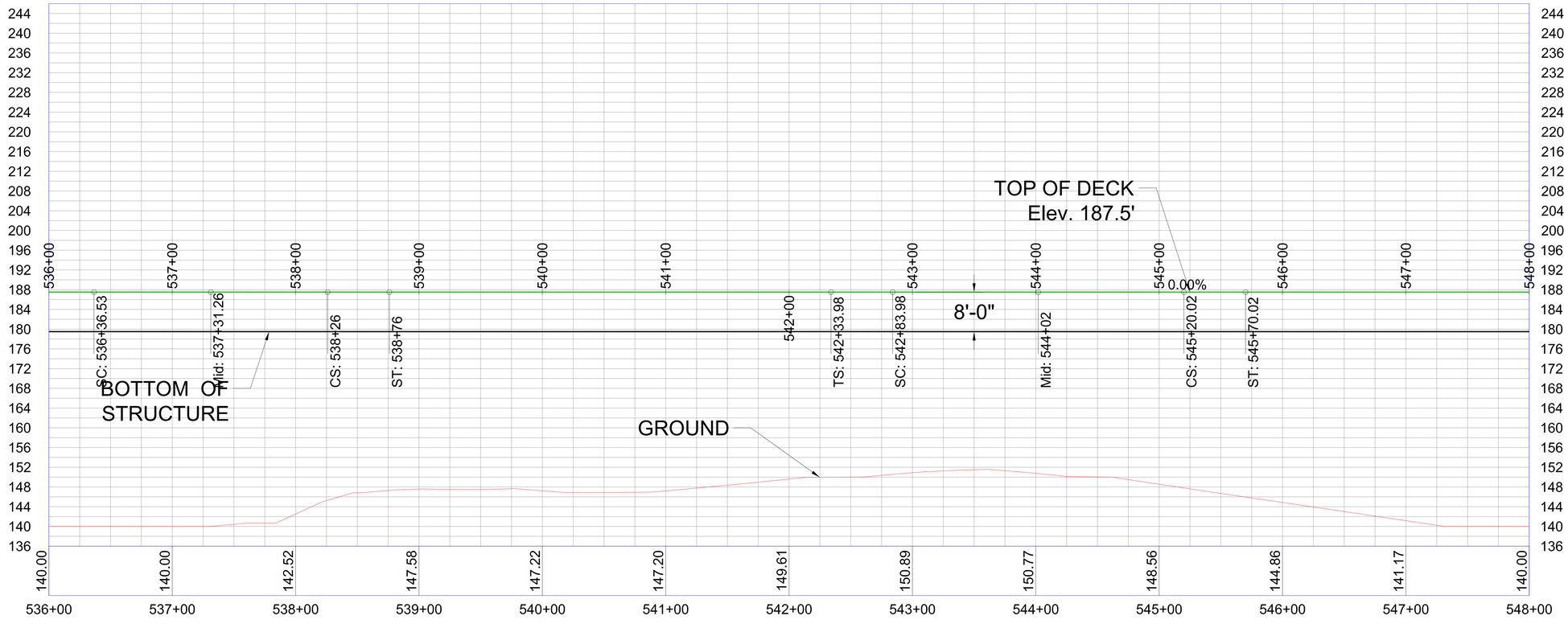
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NOTE: CROSSOVERS ARE TECHNOLOGY DEPENDANT. EXACT LOCATION AND POTENTIAL LIGHT WELLS IN THE GUIDEWAY TO BE COORDINATED IN THE NEXT PHASE.

PINCAY DR

STADIUM DWY

MATCH LINE - 5
AT STATION - 555+54.10
NEXT SHEET NUMBER: TR-06

ST: 545+70.02
546+00
547+00
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550+00
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552+00
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555+00
556+00
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TS: 556+75.19
SC: 557+15.19
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ST: 50+84.50
TS: 50+47.06
SC: 50+86.06
CS: 51+17.25
ST: 51+57.25
SC: 557+73.97
ST: 558+13.97
TS: 558+58.25
SC: 558+98.25
CS: 559+57.03
ST: 559+97.03

FORUM STATION

187' TRANSITION

NUTWOOD ST

KELSO ST

LA PALMA DR

MATCH LINE - 4
AT STATION - 548+54.10
PREVIOUS SHEET NUMBER: TR-04

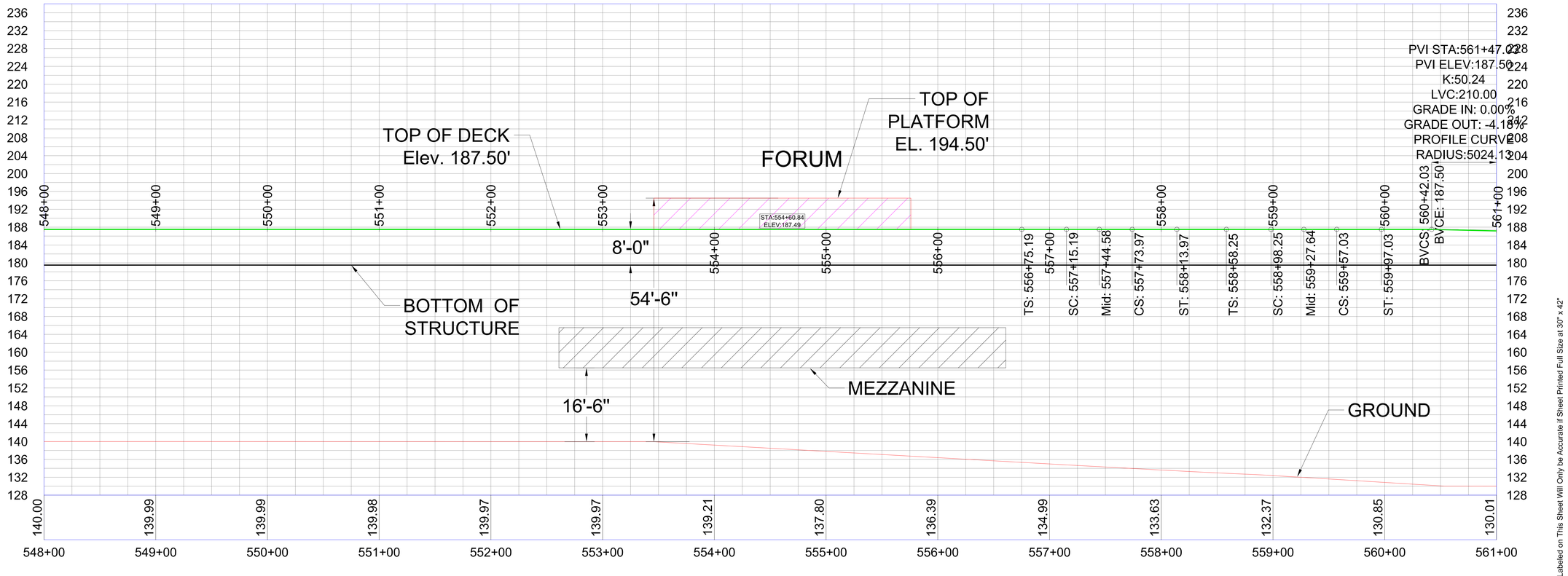
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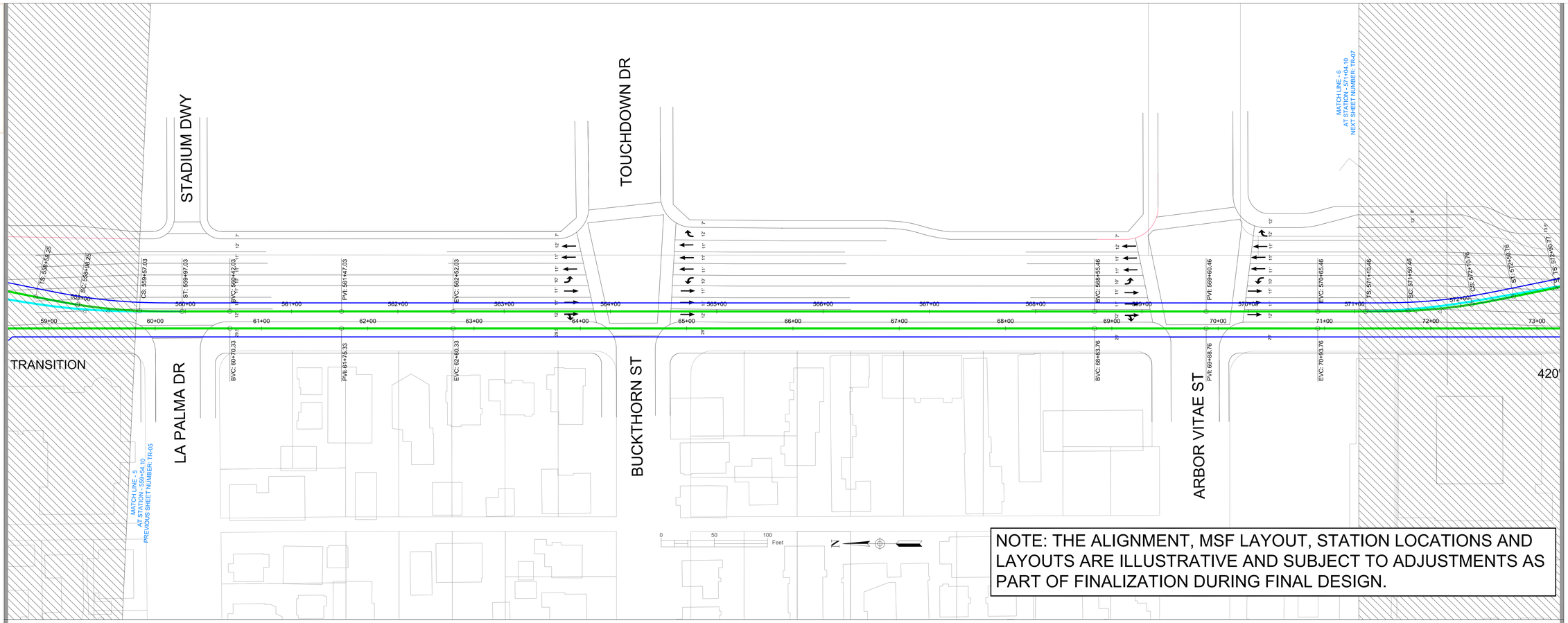
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PROJECT: 1341
DATE: 11-04-2020

Drawn By:

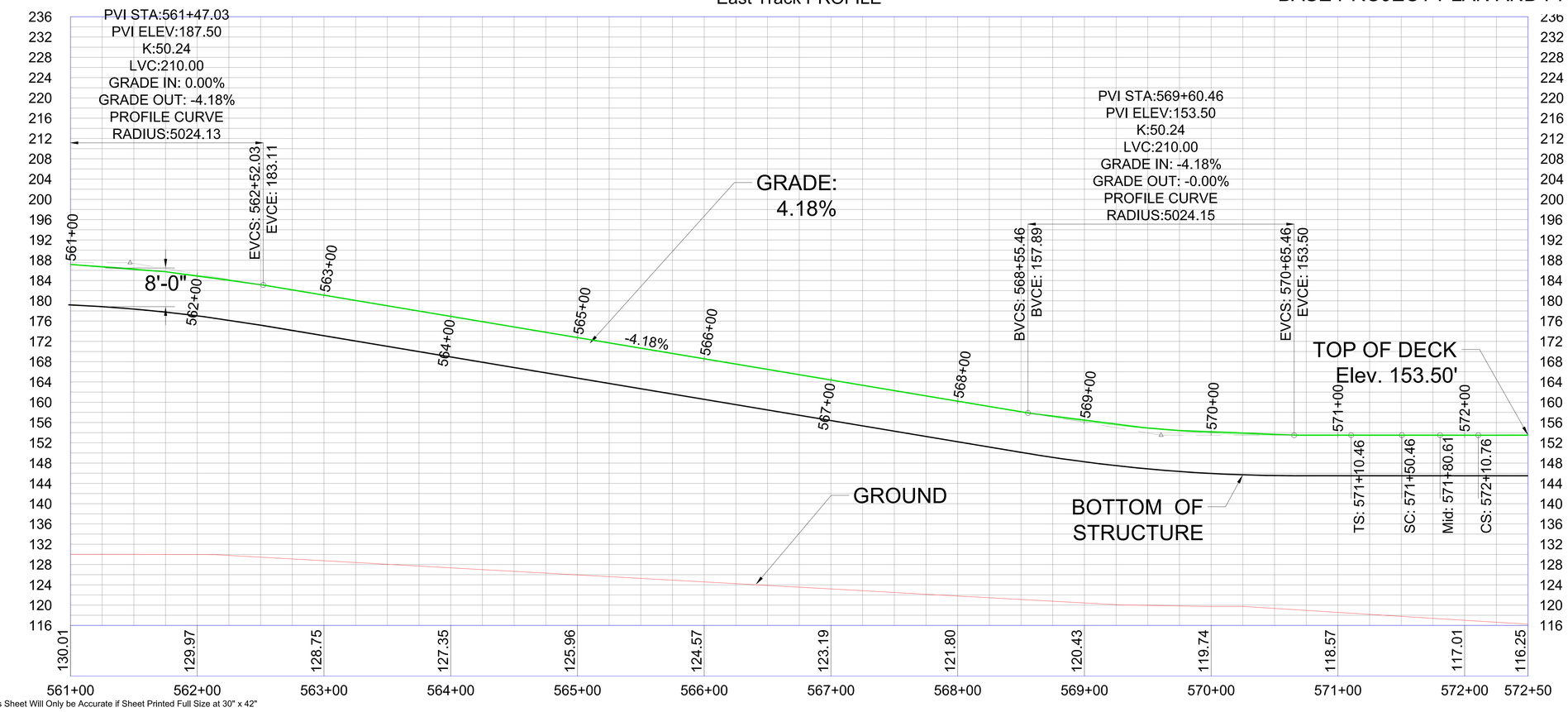
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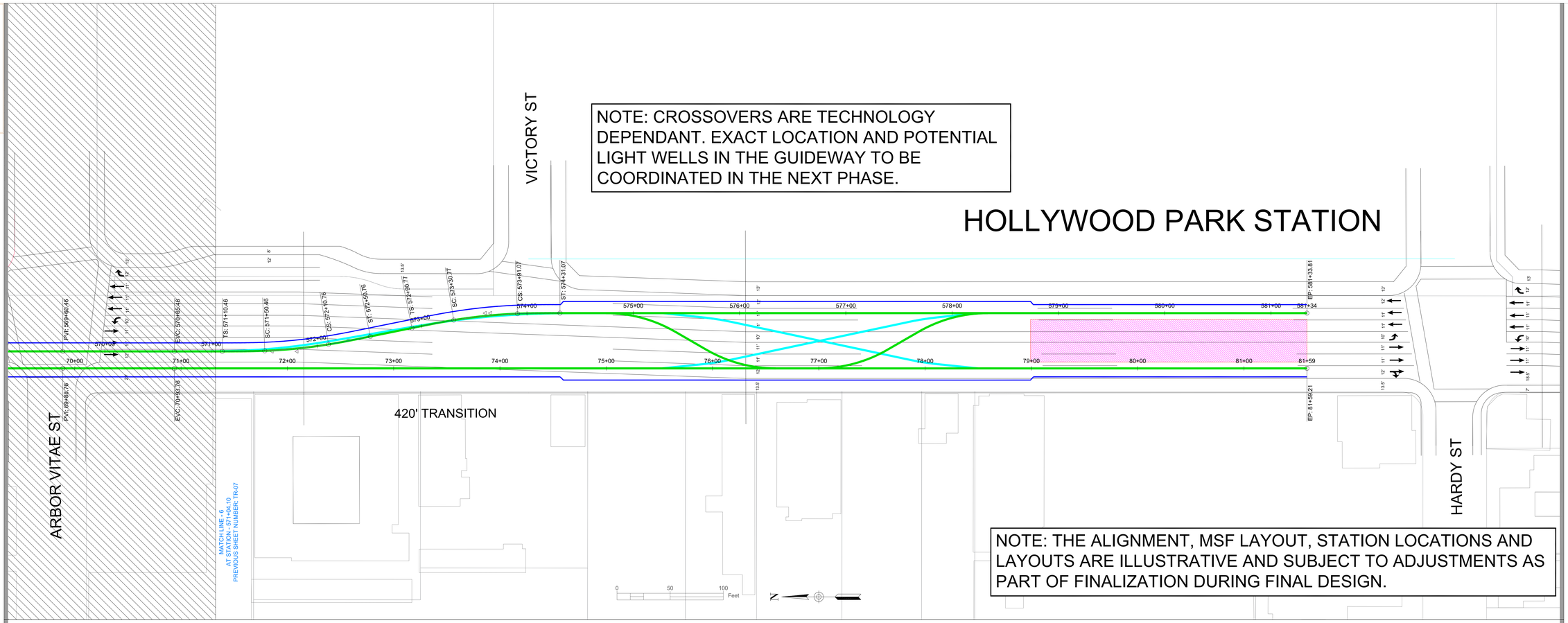
TR-06

PROJECT: 1341
DATE: 11-04-2020

Drawn By:
Checked By:
Approved By:

NOTE: CROSSOVERS ARE TECHNOLOGY DEPENDANT. EXACT LOCATION AND POTENTIAL LIGHT WELLS IN THE GUIDEWAY TO BE COORDINATED IN THE NEXT PHASE.

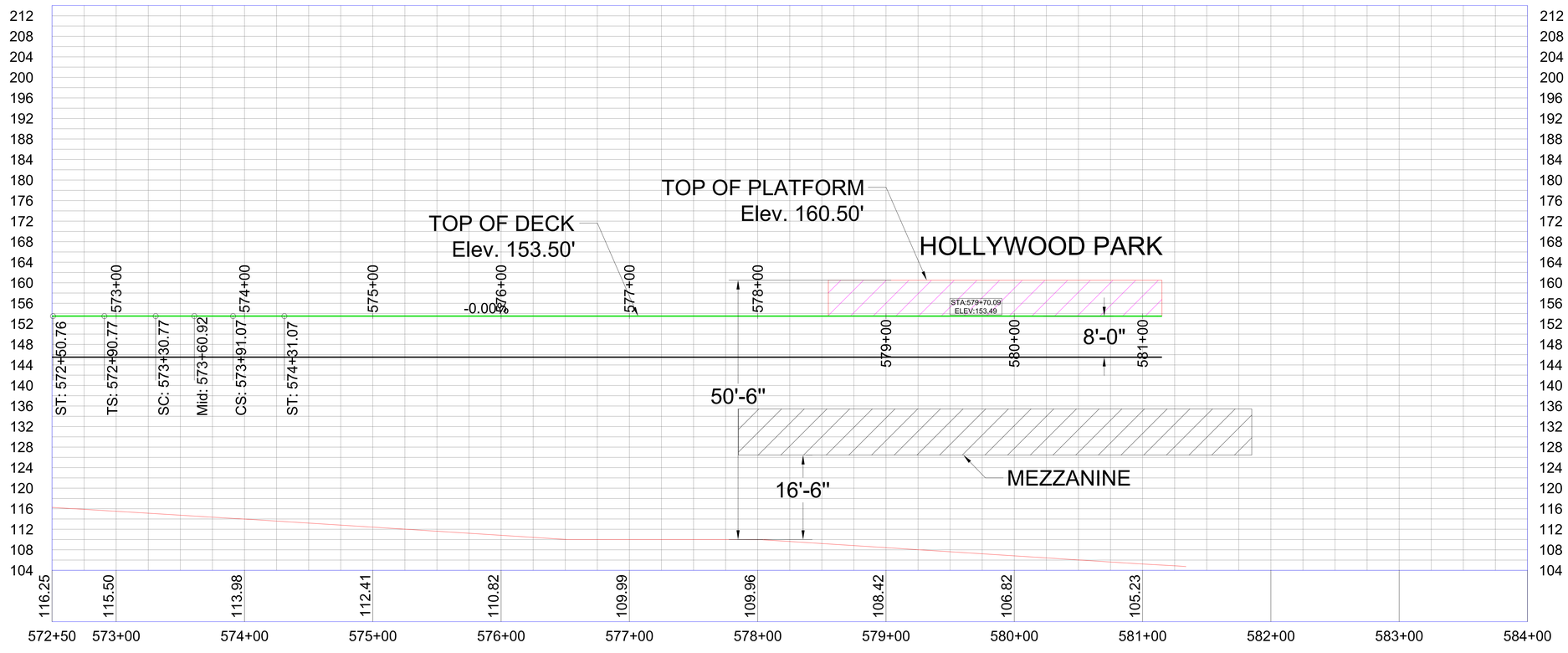
HOLLYWOOD PARK STATION



NOTE: THE ALIGNMENT, MSF LAYOUT, STATION LOCATIONS AND LAYOUTS ARE ILLUSTRATIVE AND SUBJECT TO ADJUSTMENTS AS PART OF FINALIZATION DURING FINAL DESIGN.

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PROJECT: 1341
DATE: 11-04-2020

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Appendix B: Prairie Ave. Utility Review Summary

LEA ELLIOTT

MEMORANDUM

Date: May 31, 2019

To: Louis Atwell, City of Inglewood
Peter Puglese, City of Inglewood

From: Iris Yuan, Lea+Elliott, Inc.

CC: Lisa Trifiletti, Omar Pulido – Trifiletti Consulting
Sanjeev Shah, Sambit Bhattarcharjee, Eduardo Cuadra – Lea+Elliott, Inc.
Desiree Gonzales – Pacifica Services, Inc.

Subject: Inglewood Transit Connector
Utility Analysis Summary

This memo summarizes the review of the utilities along Prairie Ave. for the Inglewood Transit Connector and the identification of those utilities to be avoided during the planning for the column locations.

During the September 13, 2018 meeting between the ITC team and the City of Inglewood, the City noted that any utilities along Prairie Ave. could be relocated with the exception of the large water and sewer pipes.

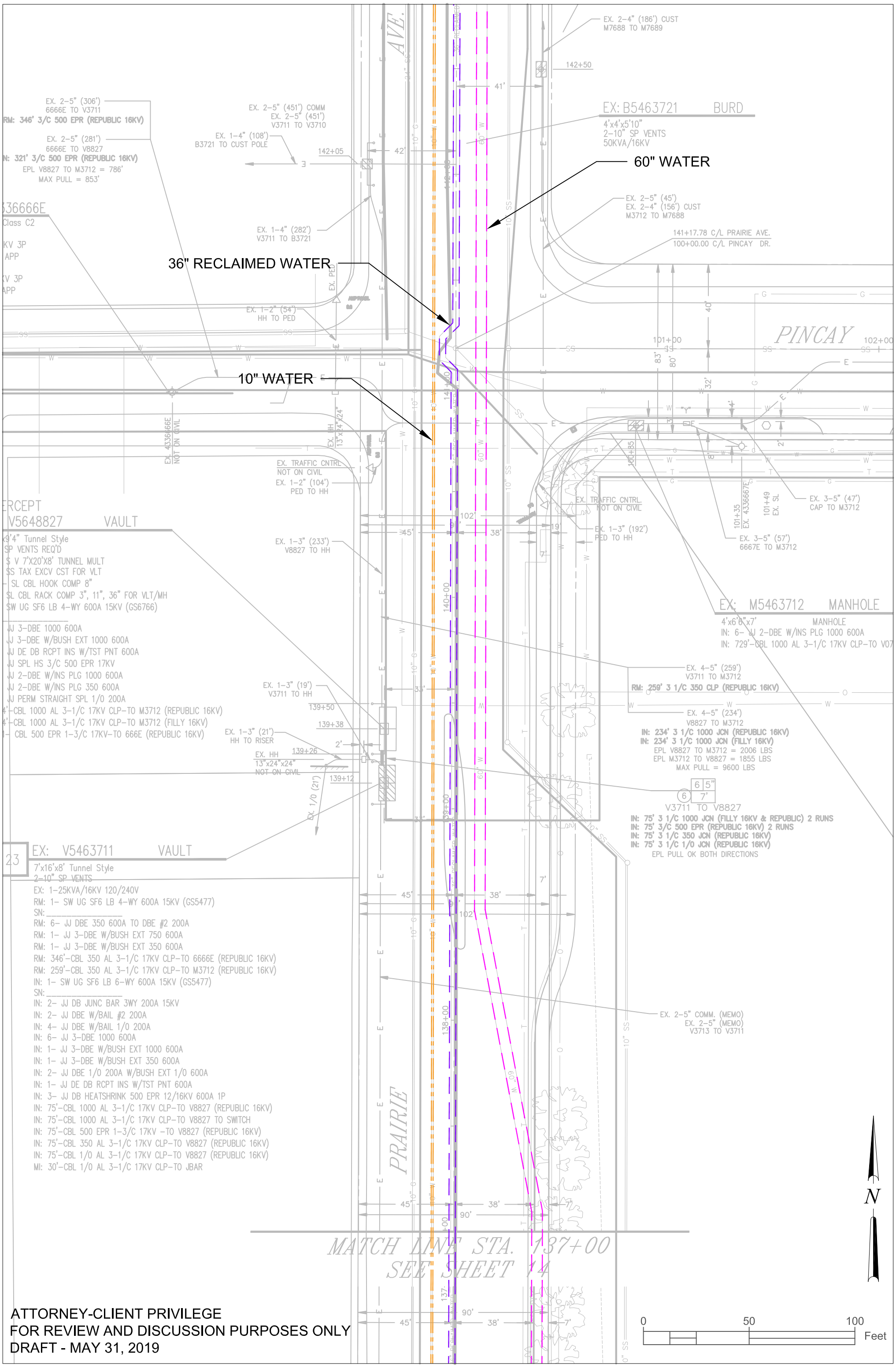
The City provided the utilities along Prairie Ave. for review (file name: Inglewood-Utilities.dwg).

In reviewing this drawing, the following large water and sewer pipes were identified as those to be avoided:

- 60” Water
- 36” Reclaimed Water
- 33” SD (Stormwater Drain)
- 39” SD (Stormwater Drain)
- 60” SD (Stormwater Drain)
- 8” Water
- Connections to the stormwater drains

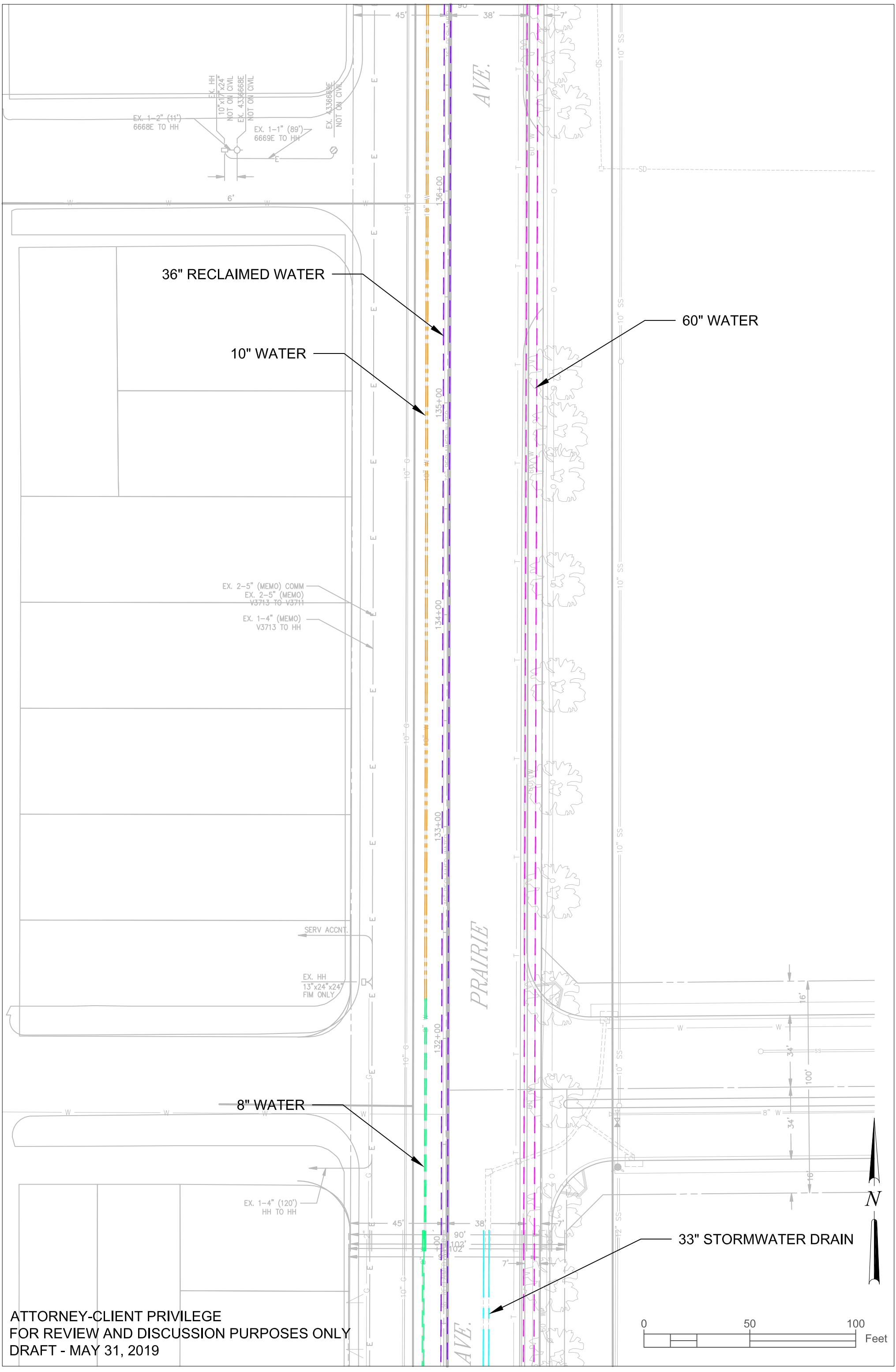
These water, reclaimed water, and stormwater drain pipes, along with the connections to the sewer drain, are shown in Attachment A: Prairie Ave Utility Review Drawings.

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PRAIRIE AVE. UTILITY REVIEW (PAGE 1)



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PRAIRIE AVE. UTILITY REVIEW (PAGE 2)

36" RECLAIMED WATER

8" WATER

33" STORMWATER DRAIN

60" WATER

DRAIN CONNECTION

EX. 2-5" COMM. (1,134')
EX. 2-5" (1,134')
V3713 TO V3711
RM: 1134' 3 1/C 350 JCN (REPUBLIC 16KV)
IN: 1134' 3 1/C 1000 JCN (REPUBLIC 16KV)
EPL V3713 TO V3711 = 4882 LBS
EPL V3711 TO V3713 = 8435 LBS (OVERMAX)
MAX PULL = 9600 LBS
NOTE: PULL DIRECTION FROM V3713 TO V3711

EX. 1-4" (458')
V3713 TO HH

AFE END FOR FUTURE
D HOLLYWOOD PARK
PMENT.

/5463713 VAULT
Tub Style TUB STYLE
VENTS
GAS SW RAM (GS5978)
50KVA/16KV 120/240V
U 3-DBE 350 600A
-CBL 350 AL 3-1/C 17KV CLP-TO V3711 (REPUBLIC 16KV)
3-DBE 1000 600A
-CBL 1000 AL 3-1/C 17KV CLP-TO V3711 (REPUBLIC 16KV)

EX. SL
NOT SCE

EX. 2-5" COMM. (MEMO)
EX. 3-5" (MEMO)
V3714 TO V3713

EX. 1-2" (12')
PED TO HH

EX. 1-5" COMM. (184')
EX. 1-5" (184')
V3713 TO 8344E

EX. 1-4" (142')
HH TO HH

EX. 3-5" (224')
V3713 TO CAP

EX. 2-4/0 1-1/0

EX. 1378345E

EX. 1378344E

EX. 2244471E

ARBOR VITAE

PRAIRIE AVE.

126+40.91 C/L PRAIRIE AVE.
100+00.00 C/L ARBOR VITAE

EX. 2-5" COMM. (678')
EX. 3-5" (678')
V3714 TO V3713
3 1/C 1000 JCN (MENDOZA 16KV)
MAX PULL = 9600 LBS

124+37
EX. NO TAG

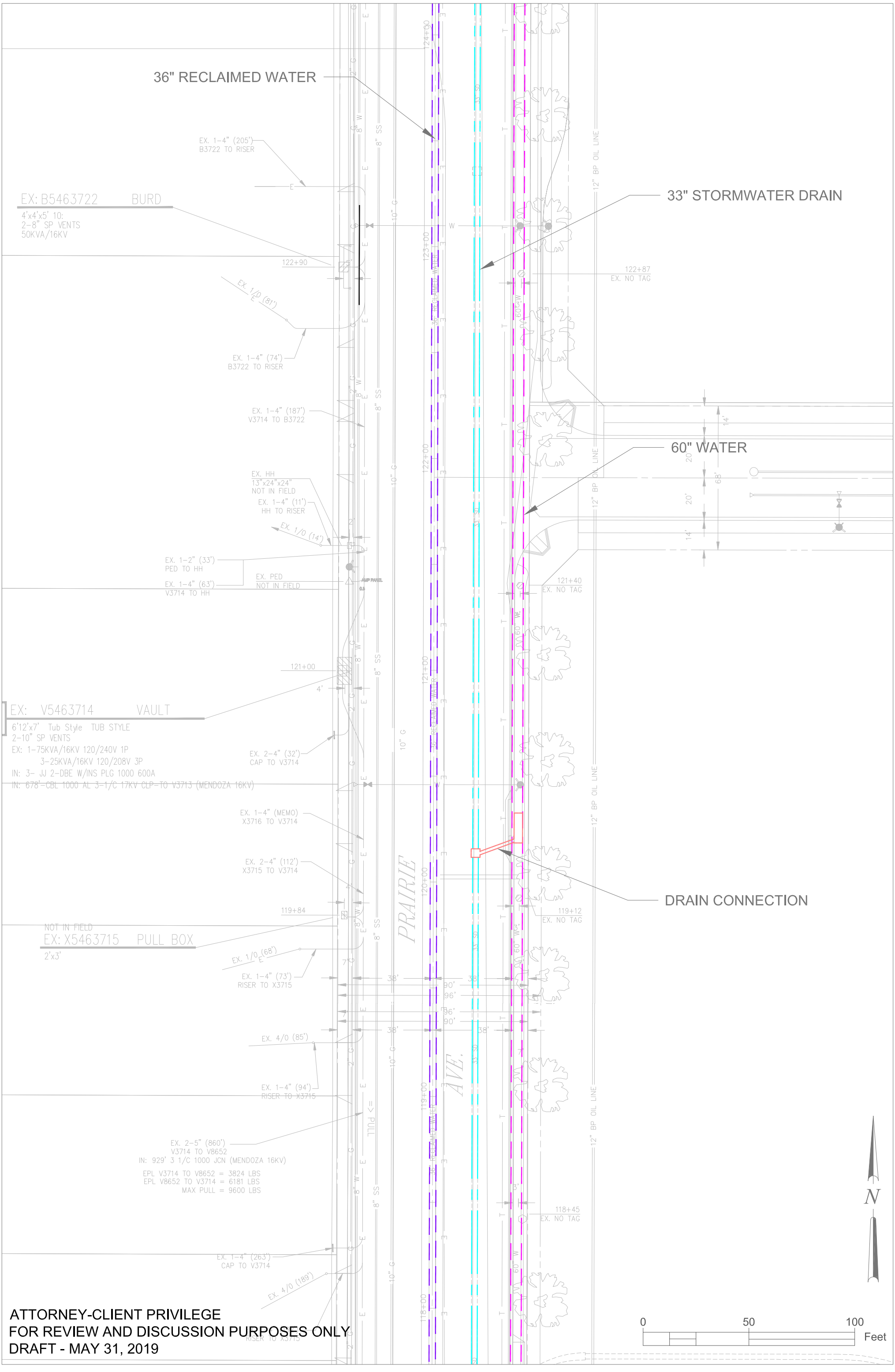
12" BP OIL LINE

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0 50 100 Feet

N

PRAIRIE AVE. UTILITY REVIEW (PAGE 3)



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PRAIRIE AVE. UTILITY REVIEW (PAGE 4)

33" STORMWATER DRAIN

DRAIN CONNECTION

36" RECLAIMED WATER

39" STORMWATER DRAIN

DRAIN CONNECTION

60" WATER

EX: X5463716 PULLBOX
2' 6"x4'

EX: VT-44242 VAULT
8'X20'X9'4"(4'X5'COVER)

ABANDONED
EX: M5047634 MANHOLE
4'x4'x5'

EX. 1-4" (192')
RISER TO X3715

EX. 1-4" (418')
X3716 TO V3714

EX. 2-5" (MEMO) COMM
EX. 2-5" (MEMO)
M8652 TO V3714

EX. 1-4" (MEMO)
6570E TO X3716

TRANS
EX. 6-5" (MEMO)
M4242 TO V4243

EX. 3-1/0-16KV (95')
X3716 TO X7632

EX. 1-4" (430')
6570E TO X3716

EX. 1-4" (525')
6570E TO X3716

EX. 1-2" (11')
PED TO HH

EX. PED
NOT IN FIELD

EX. PED
NOT IN FIELD

ABND
EX. 2-4 1/2" (15')
M7634 TO CAP

EX. 1-4" (338')
B3734 TO HH

EX. 4-5" (724')
V8847 TO CAP

EX. 1-3" (202')
PED TO HH

EX. PED

ABND
EX. 2-3
M7635 TO

116+86
EX. NO TAG

115+27
EX. NO TAG

113+20.12 C/L PRAIRIE AVE.
100+00.00 HARDY ST.

12" BP OIL LINE

EX. SCE REMOVED

PRAIRIE AVE.

HARDY ST.

0 50 100 Feet

N

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PRAIRIE AVE. UTILITY REVIEW (PAGE 5)

7'x16'x8' Tunnel Style
CI: 1- S V 7'X16'X8' TUNNEL MULT
CI: 1- SS TAX EXCV CST FOR VLT
IN: 1- SL CBL RACK STL 30" FOR VLT/MH
IN: 20- SL CBL HOOK COMP 8"
IN: 3- JJ 2-DBE W/INS PLG 1000 600A
IN: 949'-CBL 1000 AL 3-1/C 17KV CLP-TO V3714 (MENDOZA 16KV)

EX. 1-4" (338')
B3734 TO HH

39" STORMWATER DRAIN

EX. 1-4" (189')
HH TO 6570E

EX. 1-4" (42')
HH TO CAP

EX. 1-4" (49')
CAP TO HH

EX. 1-4" (MEMO)
V3717 TO 6672E

TRANS
EX. 6-5" (MEMO)
M4242 TO V4243

111+22
EX. NO TAG

60" WATER

EX. 4336672E
NOT IN FIELD

EX. HH
17"x24"x18"
NOT IN FIELD

ABND
EX. 2-4" (225')
CAP TO M7634

EX. 1-4" (91')
CAP TO HH

EX. 1/0 (79')

EX. 1-4" (33')
B3724 TO HH

110+49

36" RECAIMED WATER

EX: B5463724 BURD
4'x4'x5'10"
50KVA-16KV

EX. 1-4" (MEMO)
V3717 TO B3724

EX. 2-5" (418')
V3717 TO M8652
IN: 487' 3 1/C 1000 JCN (MENDOZA 16KV)
EPL V3717 TO V8652 = 1867 LBS
EPL V8652 TO V3717 = 272 LBS
MAX PULL = 9600 LBS

DRAIN CONNECTION

1125
VD=2.35
FL=2.46
10.74 KW

EX. 1-1 1/2" (33')
HH TO 6673E

EX. 1/0 (44')

EX. 1-4" (44')
HH TO CAP

EX. 4336673E

EX. HH
13"x24"x24"

109+81
EX. NO TAG

EX. SCE REMOVED

12" BP OIL LINE

ST.

V5463717 VAULT
Tub Style TUB STYLE
W GAS SW RAM (GS5479)
UG 50&25KVA 16KV 120/240 OD 3P 4W

JJ DBE TERM W/PERM Y-SPL OD BNK 1/0 200A
TR UG BT MC F DE 25KVA 16KV 120/240 1P+
TR UG BT MC F DE 50KVA 16KV 120/240 1P+
JJ DBE 350 600A TO DBE 1/0 200A
JJ 3-DBE W/BUSH EXT 350 600A
JJ 3-DBE W/BUSH EXT 1000 600A
-CB 1000 AL 3-1/C 17KV CLP-TO V8652 (MENDOZA 16KV)

EX. 1-4" (MEMO)
V3717 TO HH

108+37
EX. SL NOT SCE

108+37
EX. NO TAG

EX. 1-4" (592')
V3717 TO 6672E

EX. 1-4" (264')
V3717 TO B3724

EX. 1-4" (180')
V3717 TO HH

EX. 2-5" (336') COMM
EX. 2-5" (MEMO)
V3717 TO M8652
SEE SHT 10

PRAIRIE

EX. 6-5" (MEMO)
V8847 TO V3317

EX. 3-4" (MEMO)
V3717 TO X3718
SEE SHT 9

EX. 6-5" (109')
V8847 TO V3717
IN: 109' 3-1/C 1000 JCN (MENDOZA 16KV)
IN: 109' 3-350 1-4/0 CLP
EPL V3717 TO V8847 = 610 LBS
EPL V8847 TO V3717 = 610 LBS
MAX PULL = 9600 LBS

EX. 4-5" (724')
V8847 TO CAP

EX. 3-4" (165')
V3717 TO X3718

AVE.

EX. 1-2" (89')
X3718 TO PED

106+99

EX. PED

AMP PANEL

EX. 2-5" (227')
V3717 TO 6674E

106+75

106+78
EX. SL

T.L.M. DATA:

	SIZE	KVA	CUST	% LOA
EXIST.				
PROP.	75	44.2	21	59%

EX: V5648847 VAU
7'x18'x8' TUB STYLE
2-10" SP VENTS
IN: 1- SW UG SF6 LB RAG 4-WY 600A
SN: _____
IN: TR UG 50&25KVA 16KV 120/240 OD
SN: _____
SN: _____
IN: 1- JJ DBE TERM W/PERM SPL OD
IN: 2- JJ 3-DBE 1000 600A
IN: 3- JJ DBE 1/0 200A W/BUSH EXT
IN: 3- JJ DE DB RCPT INS W/TST PNT

EX. 4336674E
NOT IN FIELD

EX. 1/0

106+45

EX: X5463718 PULL BOX

105+88
NOT SCE

EX. 2-4" (491')
X3719 TO V3717

0 50 100 Feet

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PRAIRIE AVE. UTILITY REVIEW (PAGE 6)

DRAIN CONNECTION

36" RECAIMED WATER

39" STORMWATER DRAIN

60" WATER

DRAIN CONNECTION

60" STORMWATER DRAIN

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PRAIRIE AVE. UTILITY REVIEW (PAGE 7)

EX. #2 (10')
PED TO H3263

EX. 6–5" (329')
V8846 TO CAP

EX. SL
EX. H5393263
17"x30"x24"
EX. PED

EX. 2–5" (569')
V53261 TO V3267

EX. 1–4" (78')
H3263 TO H3264

EX. 2–2 1–4

EX. 1–3" (72')
H3264 TO RISER

EX. SL
NOT SCE

EX. 1–4" (317') COMM
EX. 2–5" (317')
V3261 TO M3260

99+47
EX. SL

100+59
EX. SL

101+00
EX. SL
NOT SCE

CP TEST

EX. 1–3" (8
H6329 TO P

100+00.00 C/L CENTURY BLVD.
100+00.00 C/L PRAIRIE AVE.

98+87

98+81
EX. H5393262
10"x17"

EX. POLE
4148321E
(REMOVED)

98+95
11.25°

99+00
P.U. PT.

98+73
EX. HH NOT ON FIM

98+65
EX. HH NOT ON FIM

EX. 1–4" (225') CUST
V3261 TO P6604

ON REQUIRED,
AND APPROVED
MARTINEZ 12/6/16

393261 VAULT
ub Style TUB STYLE
NTS
AM GSF–6 (GS5748)
AG GSF–6 (GS5747)
4854
4855
16KV 120/240V
DBE 350 600A TO DBE #2 200A
BL 350 AL 3–1/C 17KV CLP–TO V3259 (RYAN 16KV)
–DBE 1000 600A
1000 AL 3–1/C 17KV CLP–TO V3259 (RYAN 16KV)

EX. 3–5" (58') REMOVED
8321E TO V3261

EX. 1–4" (66')
V3261 TO H3262

98+13

TRANSMISSION
EX: VT–44243 VAULT
8'X20'X9'4"(4'X5'COVER)

97+95
EX. HH NOT ON FIM

EX. 5–5" (76')
EX. 1–5" (76') COMM
V8907 TO V3261
IN: 76' 3–1/C 1000 JCN (RYAN 16KV)
EPL V8907 TO V3261 = 270 LBS
EPL V32616 TO V8907 = 270 LBS
MAX PULL = 9600 LBS

97+96
EX. HH NOT ON FIM

97+92
EX. SL NOT ON FIM

PICK–
AND

8907 VAULT
TUB STYLE
S REQ'D
8'X8' TUB 2 PIECE
EXCV CST FOR VLT
RACK COMP 3", 11", 36" FOR VLT/MH
HOOK COMP 8"
E W/INS PLG 1000 600A
E W/INS PLG 350 600A
W/INS PLG 2WY #2 200A
W/INS PLG 2WY 1/0 200A
000 AL 3–1/C 17KV JCN–TO V8846 (MENDOZA 16KV)
00 AL 3–1/C 17KV JCN–TO V3261 (RYAN 16KV)

EX. 1–4" (76')
4936E TO V8907

97+51
11.25°

TRANS
EX. 6–5" (916')
V4243 TO V4251

P.U. PT
IN: 579' 3–10
V890
EPL V8907 T
EPL V8846 T
M

97+35

EX. 1–4" (201')
V3261 TO CAP

6 5"
MEMO
SEE RUN 4
SHT 3

97+19
11.25°

36" RECAIMED
WATER

96+62.94 C/L PRAIRIE AVE.
100+00.00 C/L 101ST. ST.

101ST ST

98+04

99+00

8" DI W (APPROX. LOC)

4" CI W (ABDN)

EX. 1–4" (MEMO)
4936E TO V3261

EX. 1–4" (MEMO)
V3261 TO CAP

96+17
EX. HH NOT ON FIM

96+17
EX. SL NOT ON FIM

96+25
EX. SL NOT ON FIM

EX. 96+23
EX. HH NOT ON FIM

95+80
11.25°

60" SEWER DRAIN

TRANS
EX. 6–5" (MEMO)
V4243 TO V4251

95+27
EX. HH NOT ON FIM

95+25
EX. PED

EX. 1–2" (335')
V4105 TO PED

94+77
EX. SL NOT ON FIM

94+77
EX. HH NOT ON FIM
CP TEST

94+76

94+55
EX. SL NOT ON FIM

94+55
EX. HH NOT ON FIM

94+17
EX. HH NOT ON FIM

93+78
EX. SL NOT ON FIM

93+33.89 C/L PRAIRIE AVE.
100+00.00 C/L 102ND ST.

93+75
EX. SL NOT ON FIM

98+79
EX. 4358964E

EX. 1–4" (198')
V4105 TO CAP

EX. 1–4" (226')
EX. 1–5" (226')
8964E TO V4105

99+37
EX. SL NOT ON FIMS

100+53
EX. HH
NOT ON FIM

EX. 1–4" (318')
7871E TO V4105

N

0 50 100 Feet

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PRAIRIE AVE. UTILITY REVIEW (PAGE 8)

Appendix C: Five Station Alignment

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MARKET ST. STATION

MARKET STREET

MANCHESTER STATION

M&SF SITE - VONS SITE

MANCHESTER BLVD

FORUM STATION

HOLLYWOOD PARK STATION

PRAIRIE STREET

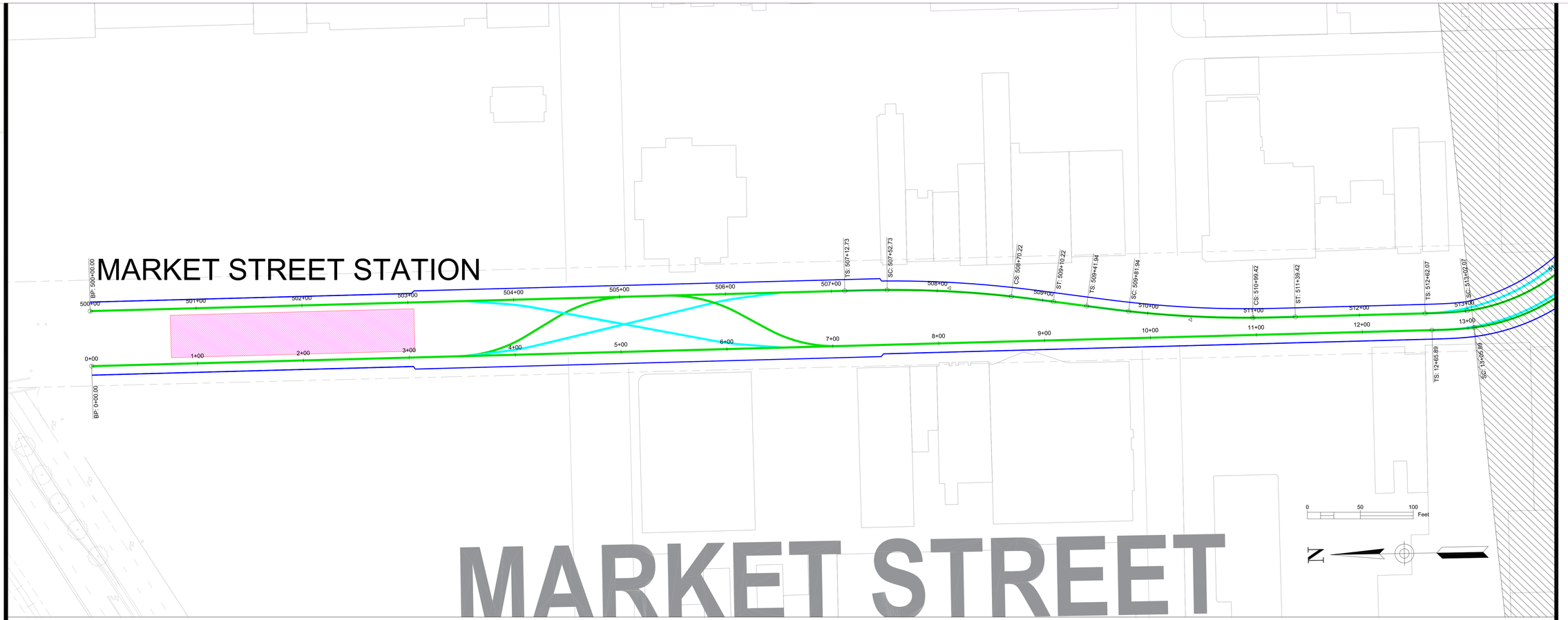
CENTURY BLVD STATION

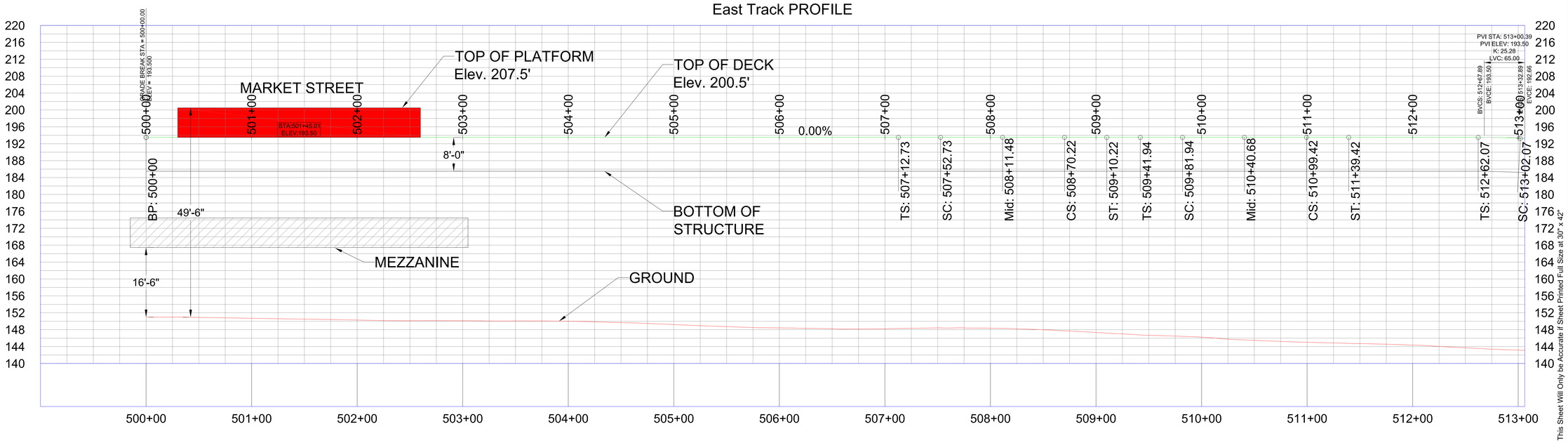
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Drawn By:

Checked By:

Approved By:





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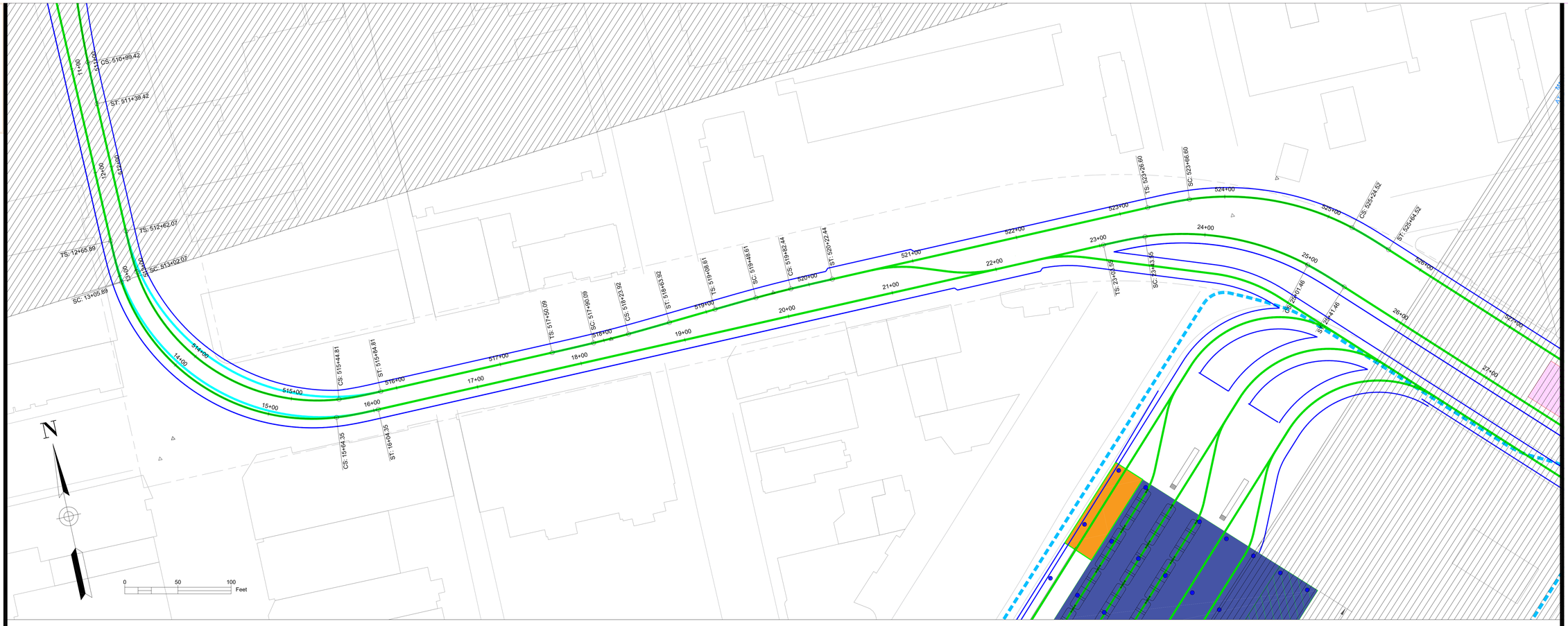
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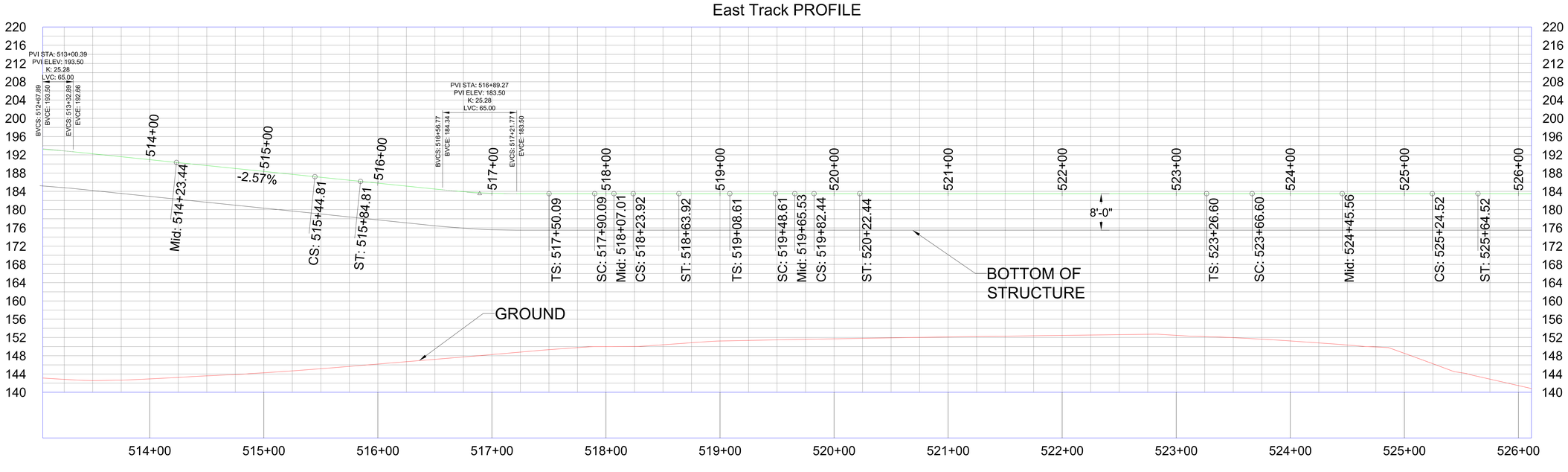
TR-01

PROJECT: 1920

DATE:

Drawn By: E.OJADIA
Checked By: S.BHATTA
Approved By: LCOLEMAN





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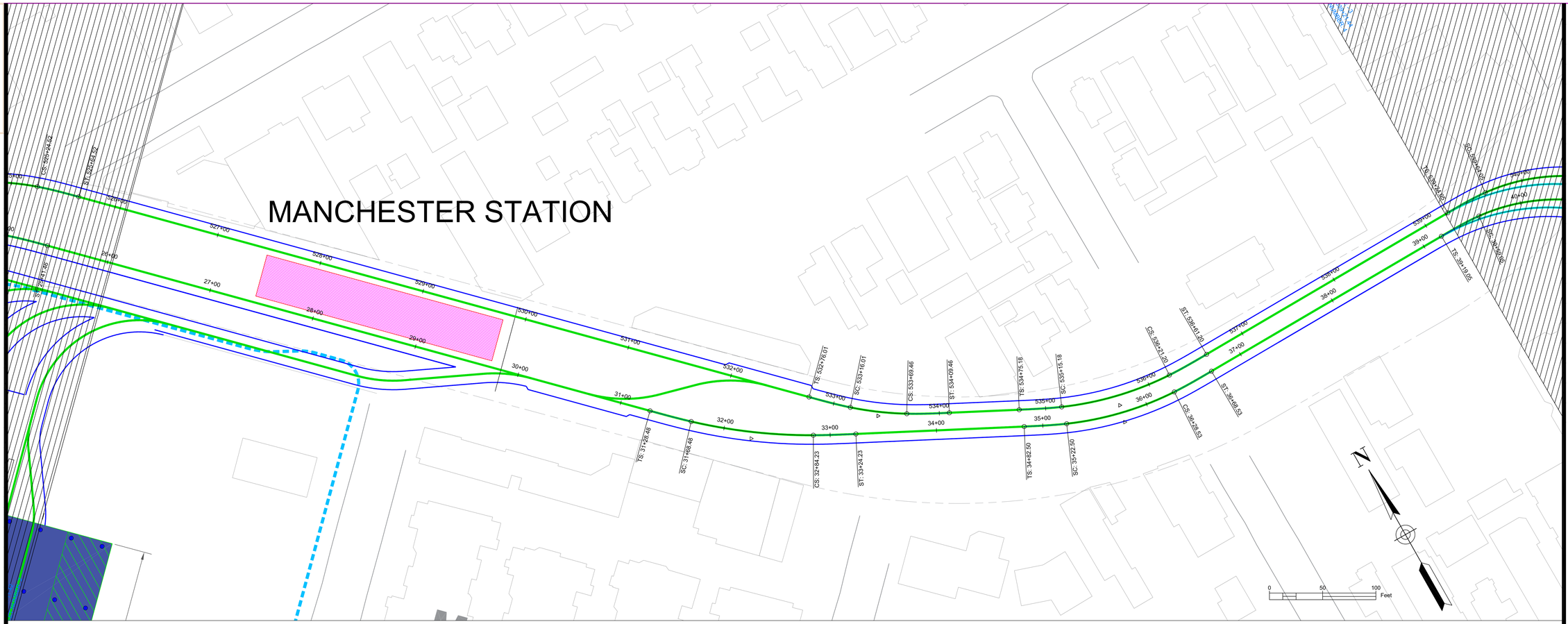
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TR-02

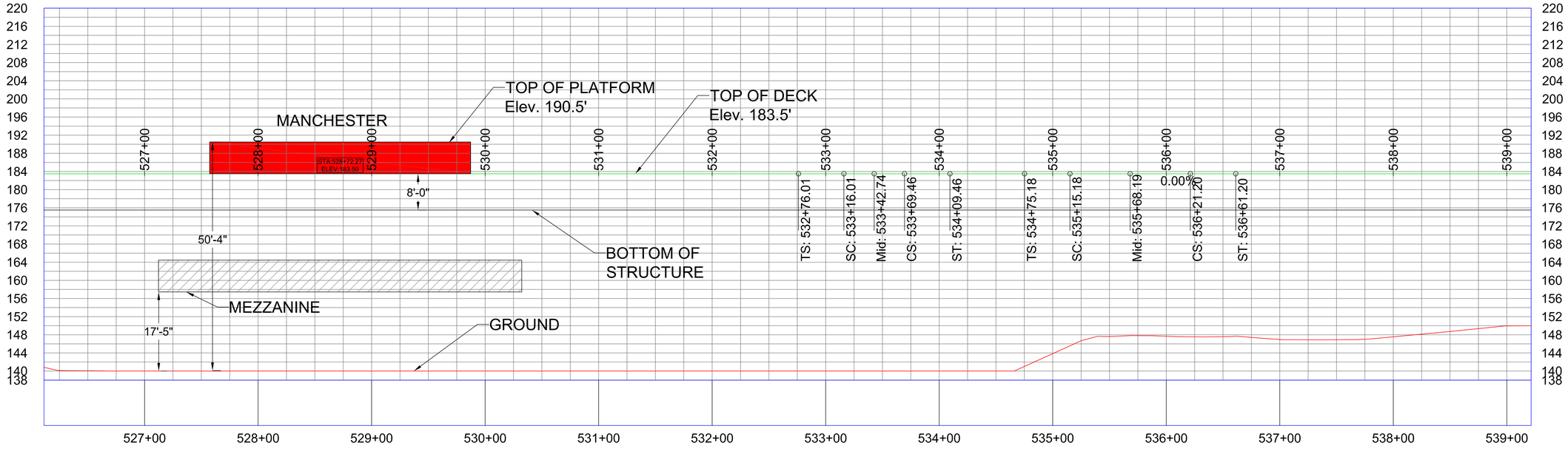
PROJECT: 1920
DATE:

Drawn By: E.OJARDA
Checked By: S.BHATTA
Approved By: L.COLEMAN

MANCHESTER STATION



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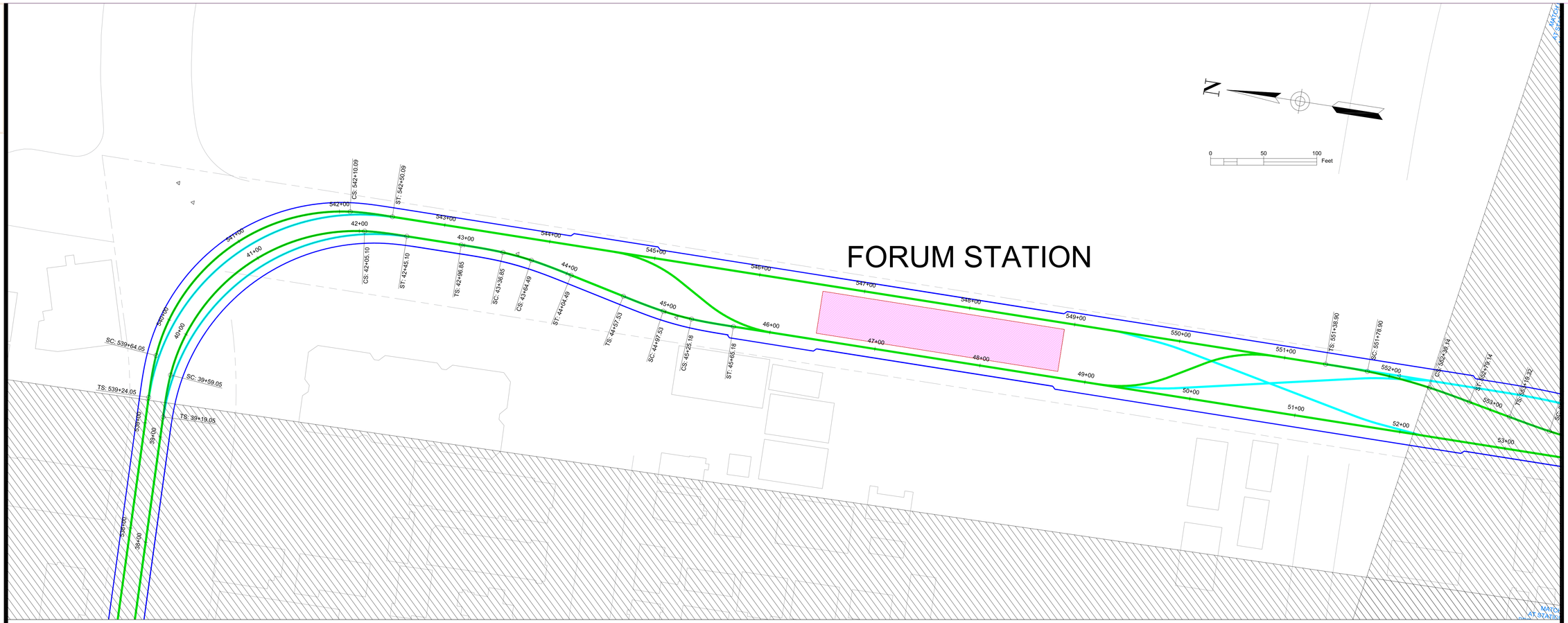
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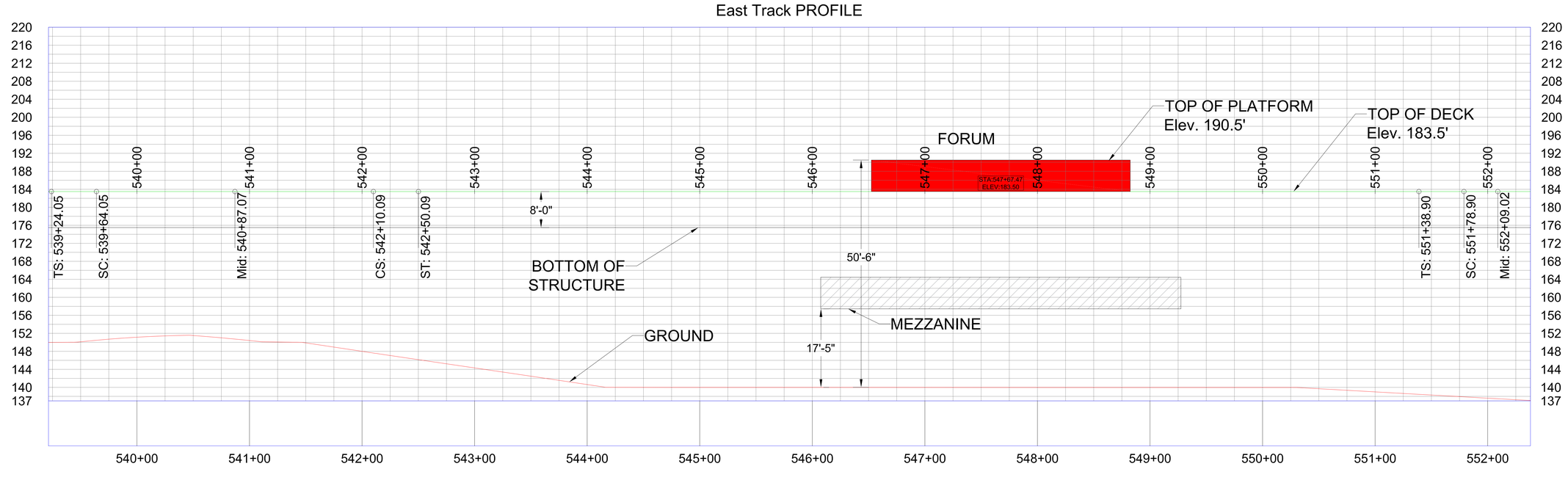
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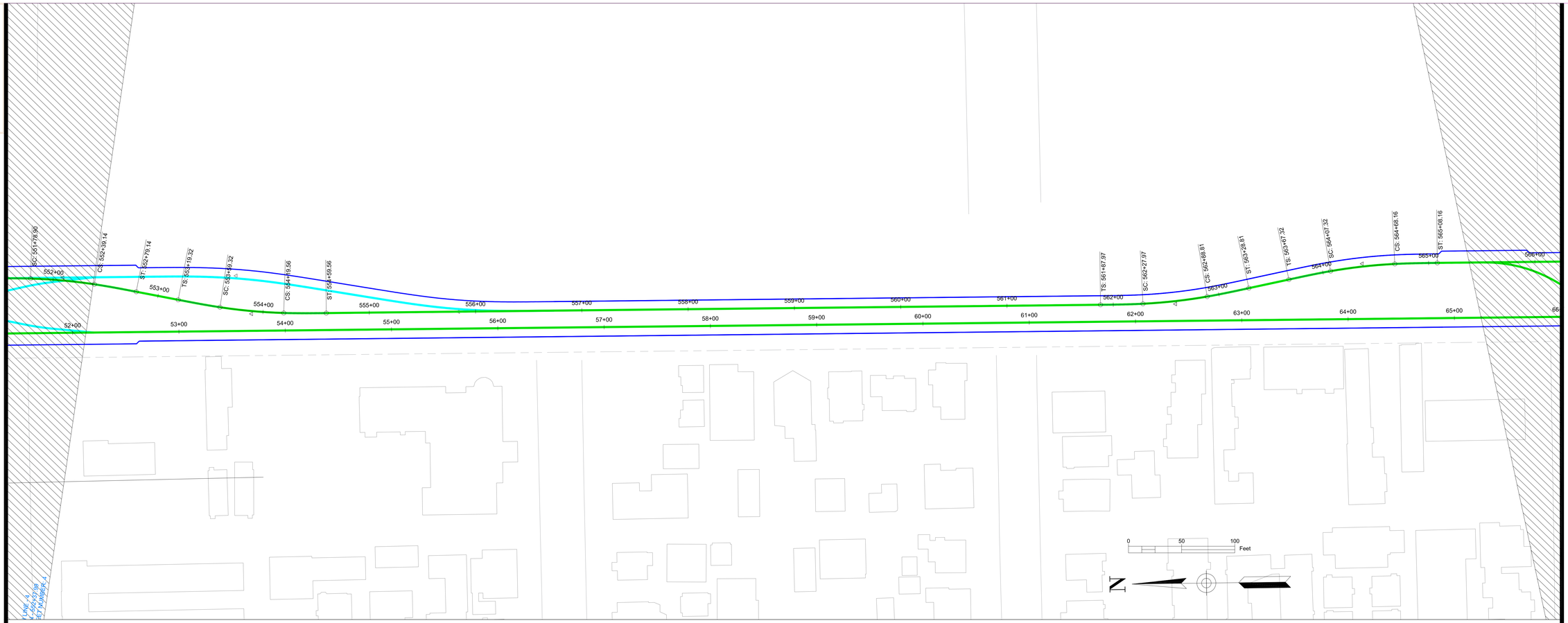
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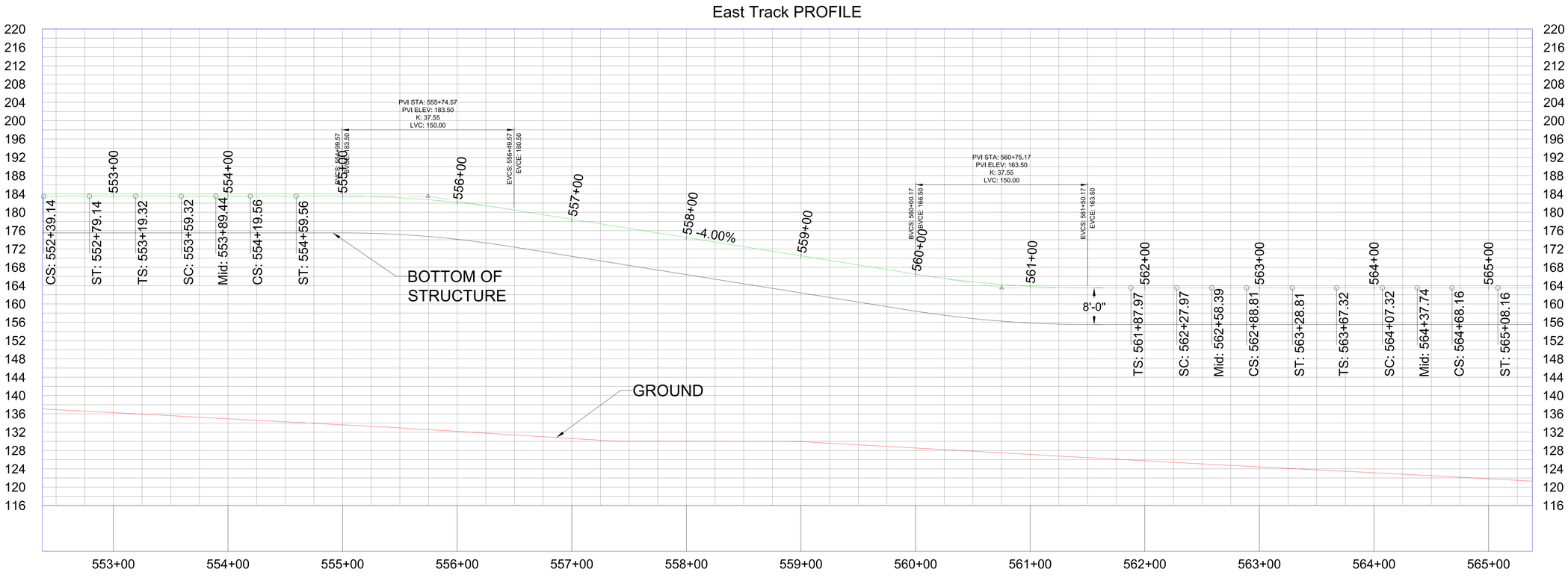
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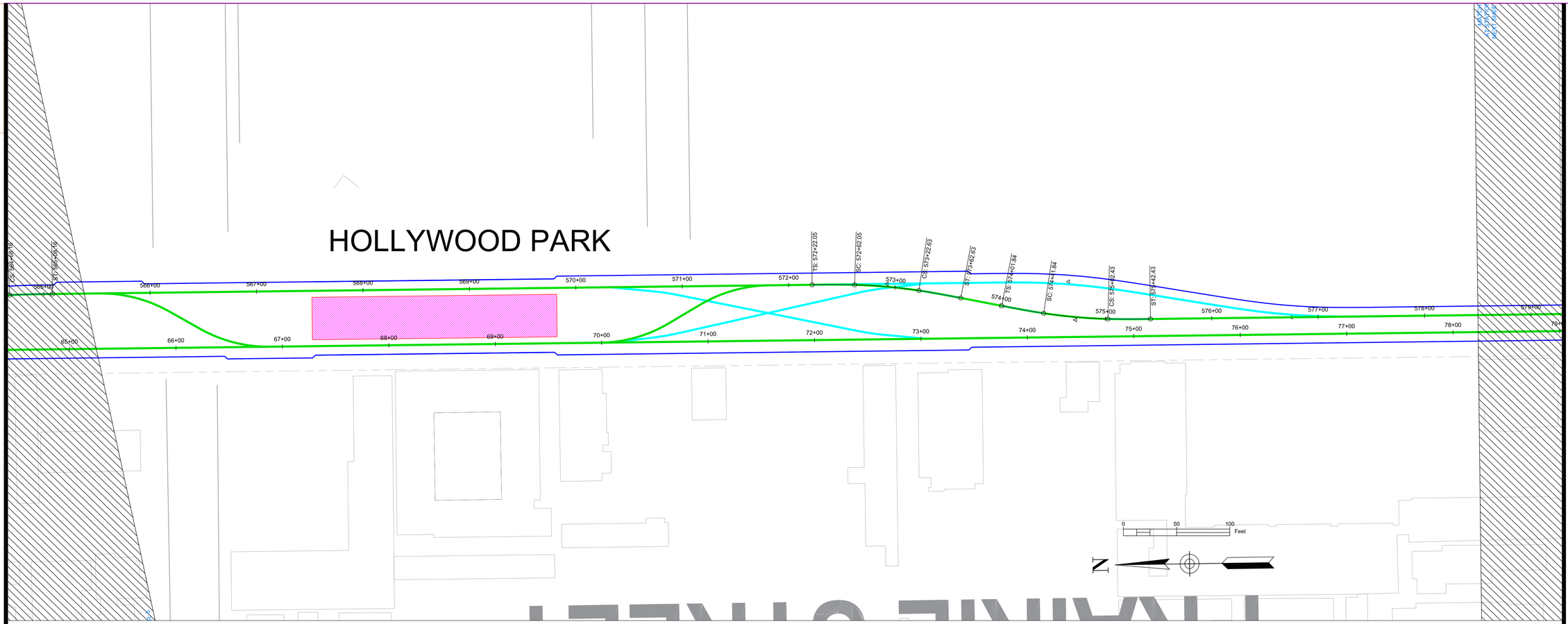
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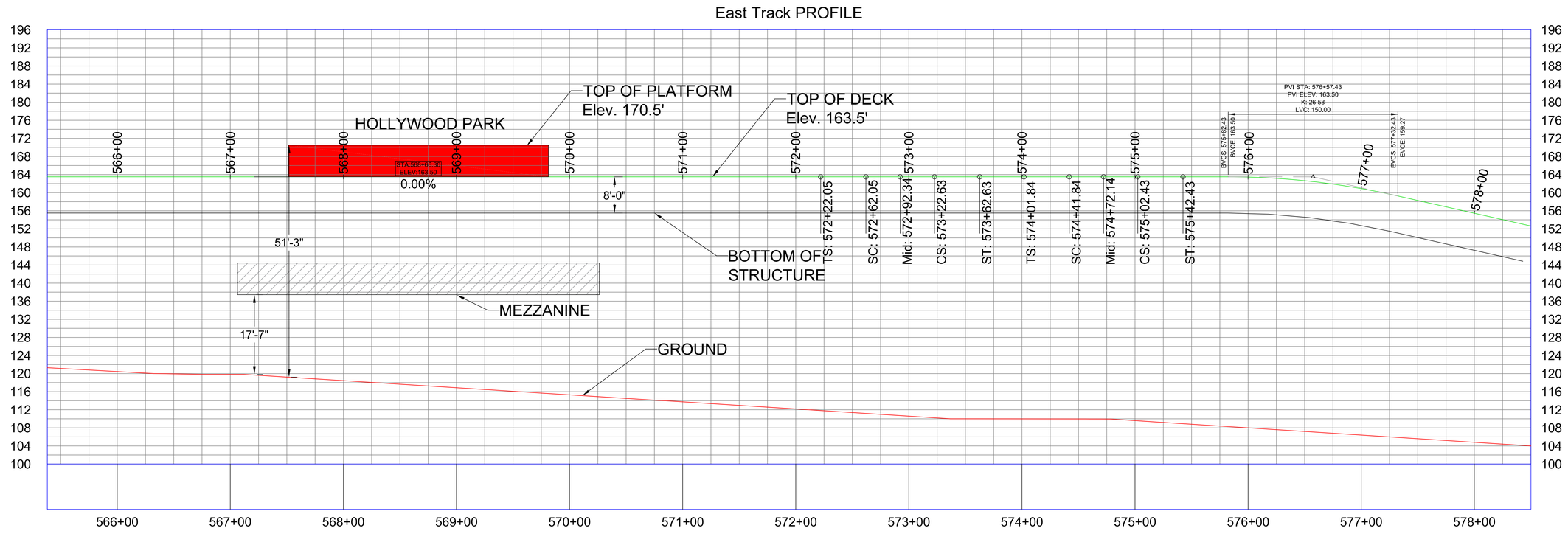
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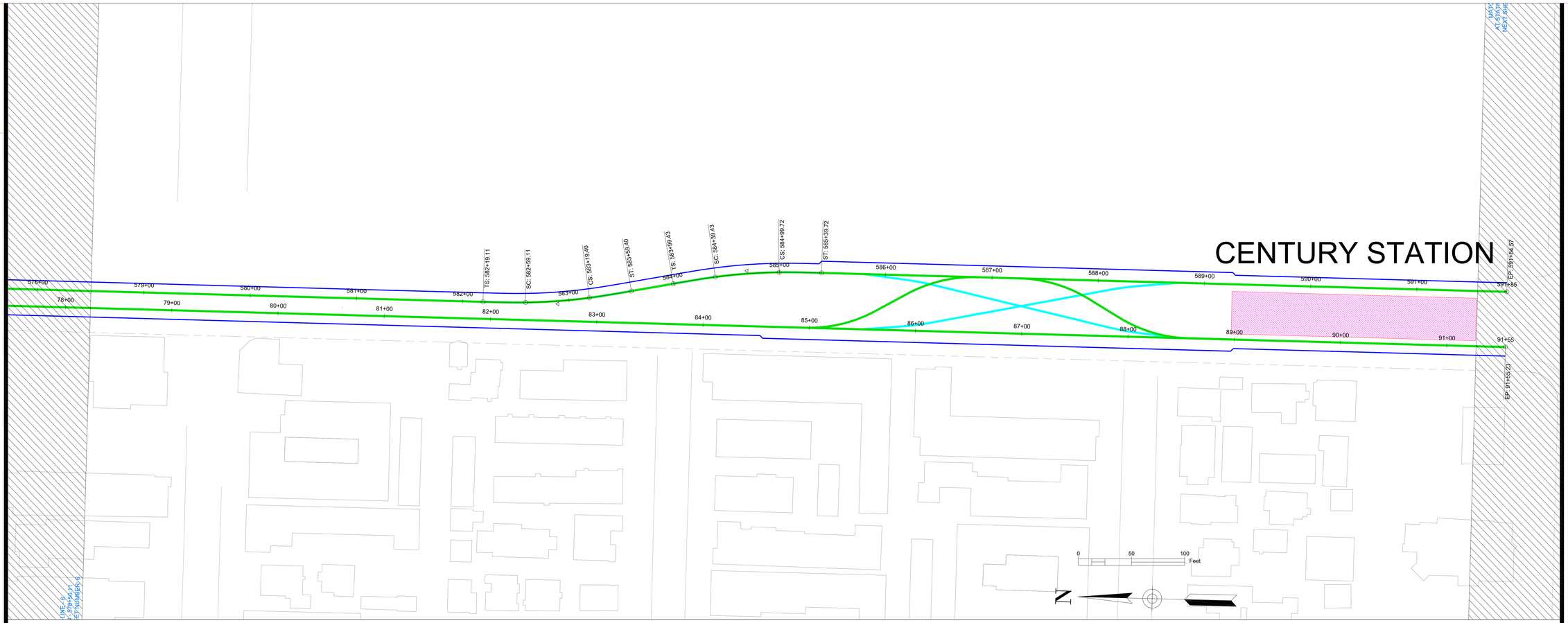
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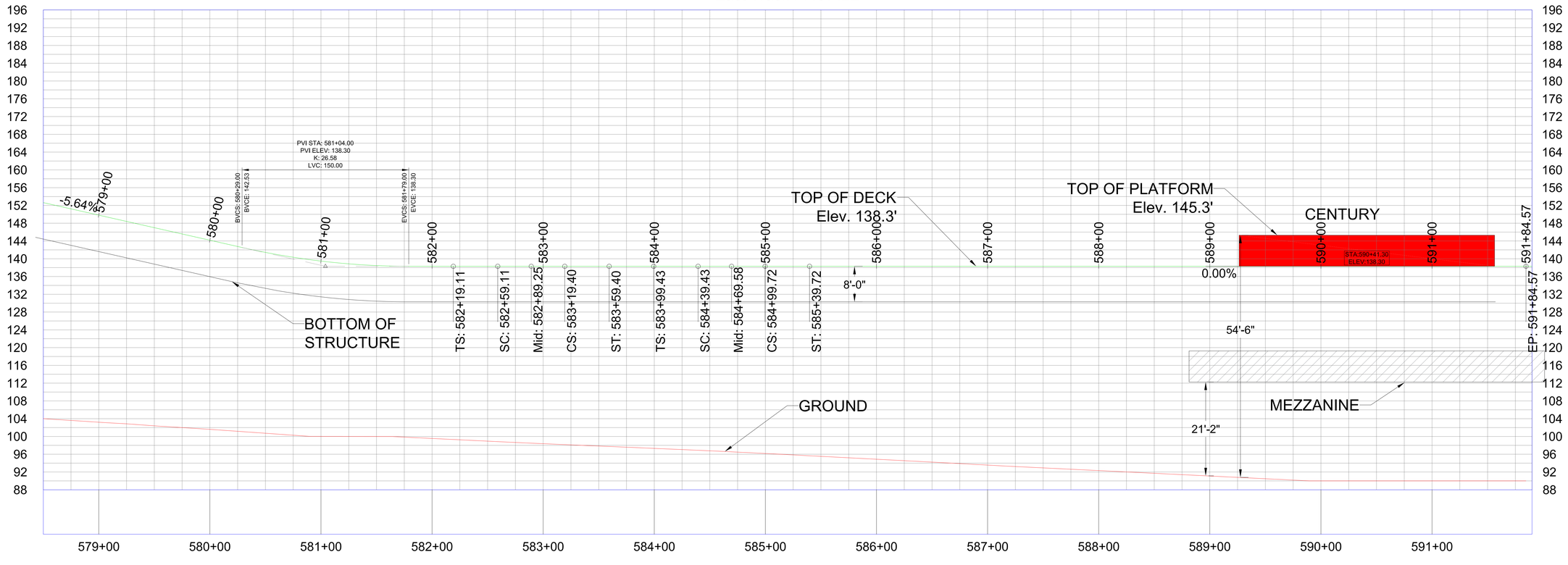
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East Track PROFILE



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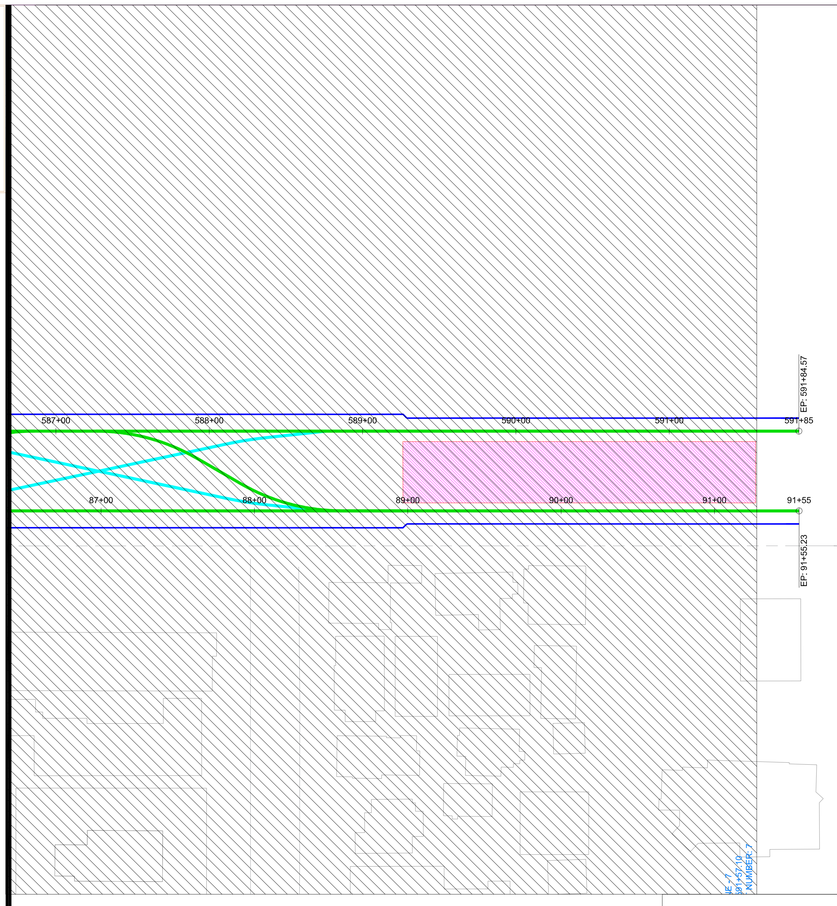
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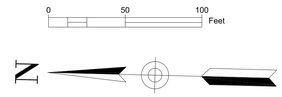
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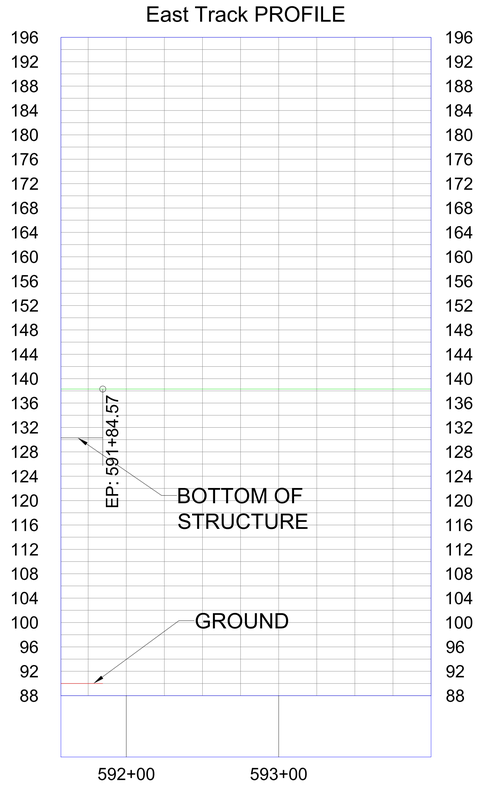
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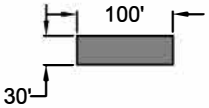
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Appendix D: Potential Locations for Traction Power Substations

Inglewood Transit Connector
Operating System Conceptual Planning for EIR Project Definition
Appendix D: Potential Locations for Traction Power Substations

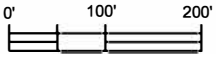
- Approximate locations for the traction power substations are identified. The exact size of the available properties is to be determined.
- The location of the substation within each of the identified areas is to be determined.
- Each substation is approximately 3000 sq ft with a building height of approximately 15 to 20 ft.

TPSS size (to scale with drawings)

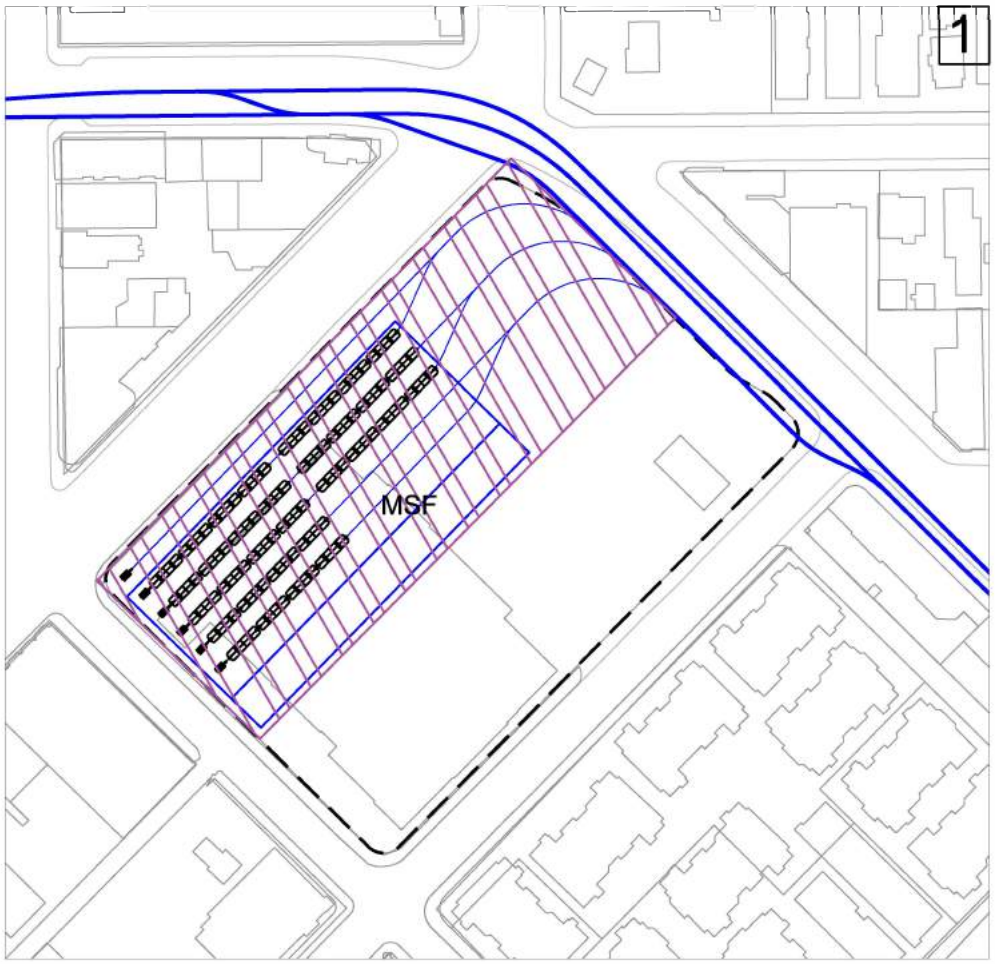


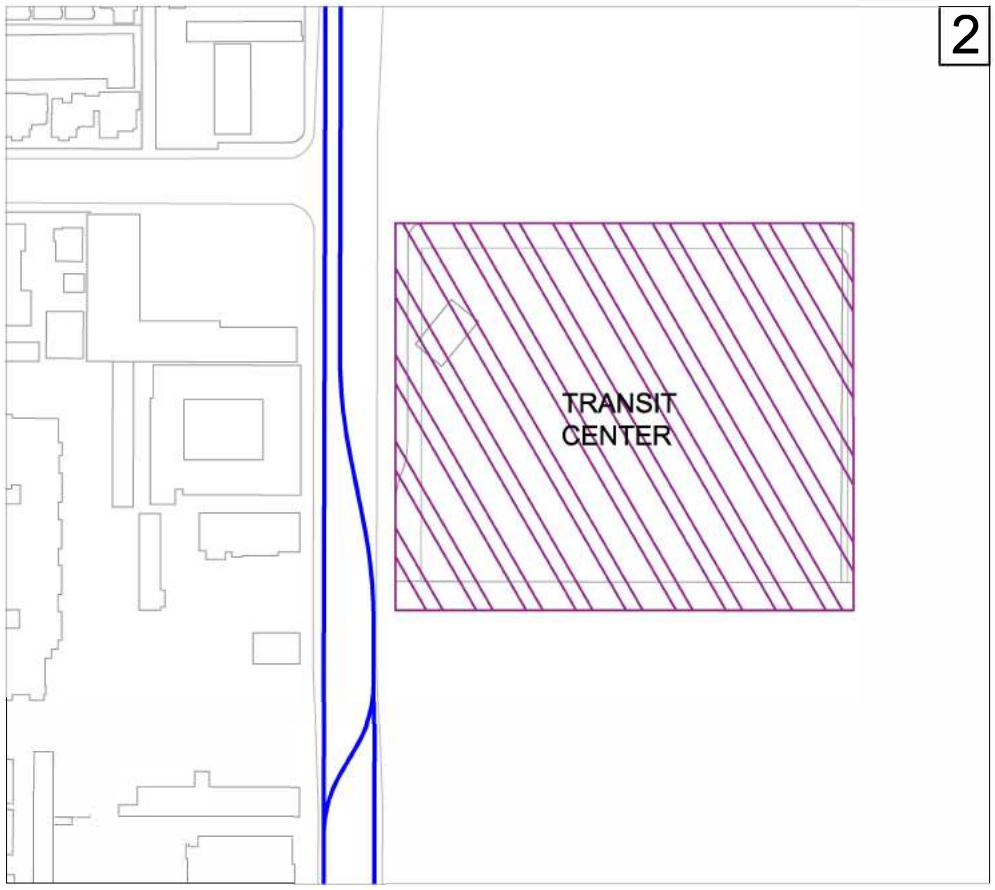
- Parking and any additional area for fencing (if deemed necessary) is in addition to the 3000 sq ft.
- Alignment is representative only. Further refinements may occur.

Drawing Scale: 1" = 200'









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Appendix E: Correspondence with Southern California Edison

Yuan, Iris

From: Danielle Chanes <DANIELLE.CHANES@sce.com>
Sent: Tuesday, August 6, 2019 1:45 PM
To: Oscar Marroquin; Omar Pulido
Cc: Jeffrey Kline; Perla Solis; Kennedy, G. John; Yuan, Iris; Michelle Marquez-Riley; Andrew J Peterson; Dylan Kasten; Gerald Frolich
Subject: RE: (External):RE: Inglewood Hollywood Park Rail

Hello Omar,

We have completed the requested study for the Inglewood Transit Connector project. There is only one existing 16kV circuit along Market Street. This circuit can accommodate the proposed 10MVA of load. For the requested redundancy, new infrastructure will be required. A further study is needed to determine the scope of work for the new infrastructure.

Moving forward, Dylan Kasten will be the Field Engineer for this project.

Please let us know if there are any questions or concerns.

Thanks.

Danielle Chanes
Field Engineer
Distribution Engineering | Metro West
T. (310)-608-5050 | (PAX: 35050)
M. (310)-710-4921

Dominguez Hills Service Center

Yuan, Iris

From: Dylan Kasten <dylan.t.kasten@sce.com>
Sent: Tuesday, September 17, 2019 8:55 AM
To: Omar Pulido; Oscar Marroquin; Danielle Chanes
Cc: Jeffrey Kline; Perla Solis; Kennedy, G. John; Yuan, Iris; Michelle Marquez-Riley; Andrew J Peterson; Gerald Frolich; Lisa Trifiletti; 'Joe Gibson (jgibson@meridianconsultantsllc.com)'
Subject: RE: (External):RE: (External):RE: Inglewood Hollywood Park Rail

Hi Omar,

Distribution Engineering has completed a high level Distribution Study to determine the amount of load we can accommodate, as well as the required upgrades. With full redundancy proposed for the Inglewood Transit system, it is critical that the results are based on accurate projected loading values for the future service year of 2026. The project will need to be reevaluated by SCE Distribution Engineering once the project develops and as details are finalized. The results are as follows:

Maximum Allowable Load:
Distribution Engineering has determined that the maximum load (at the present time) that can be accommodated is 10 MVA.

Infrastructure Upgrades / Work Required:
To accommodate the requested 10 MVA of load with full redundancy, the following upgrades would be needed:

- 1500' of new civil work/duct banks
- 1860' of new 1000 JCN cable
- 1700' of upgrading/re-cabling existing SCE Primary cable to 1000 JCN
- Two new Gas Switches

These values and upgrades are based on the current projected loads for 2026. SCE's distribution system is dynamic and is subject to change as we approach the 2026 date. As the project details develop, SCE can effectively plan for this new load.

Thanks,

Dylan Kasten
Field Engineer 1 | Metro West
Dominguez Hills SC
Office: 310-608-5065 (35065)
Mobile: 310-613-0163

Appendix 3.0.2

Envision Inglewood

ENVISION Inglewood

Connecting People, Places, and the Future



JUNE 2018

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ACKNOWLEDGEMENTS

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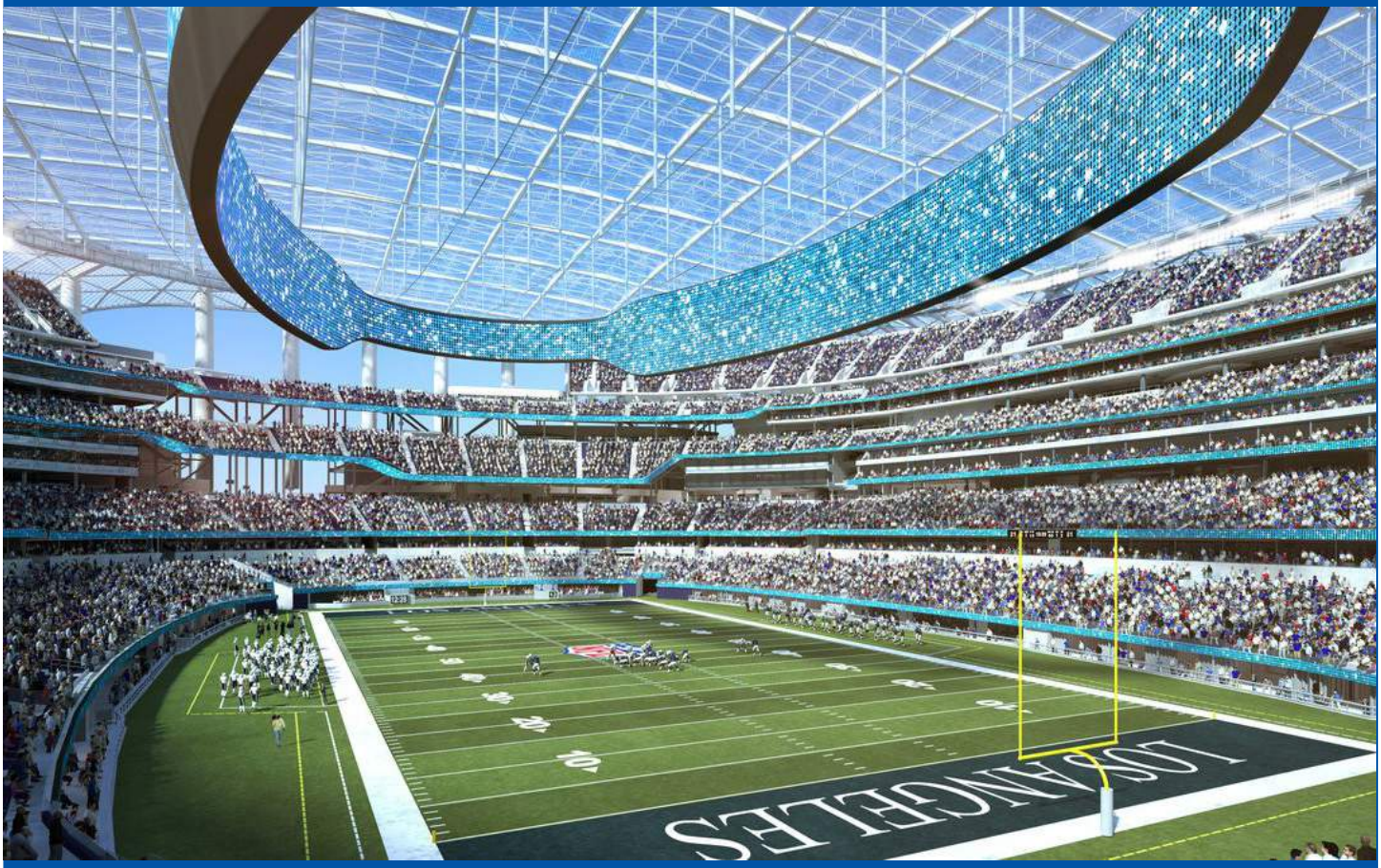
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1. INTRODUCTION



1.1 BACKGROUND

An exciting transformation for the City of Inglewood is underway as it becomes "The City of Champions" and is redefined as a world-class sports and entertainment center in the greater Los Angeles region. As of August 2017, sales tax revenue in the City of Inglewood increases have outpaced the Los Angeles County average, and property values are up more than 100% since 2012. These accomplishments have been driven by a number of completed and on-going projects in the City. The Metro Crenshaw/LAX Line is set to open in 2019, which will enhance transit access to the City. The Forum's revitalization now actively hosts the largest entertainment acts in the country. The redevelopment of approximately 298 acres at Hollywood Park includes new residential, commercial, and recreational uses, and at the centerpiece is the construction of the Los Angeles Rams and Los Angeles Chargers new National Football League (NFL) stadium.

Additionally, in 2018, the Los Angeles Clippers of the National Basketball Association (NBA) announced a proposal to relocate their headquarters, training facilities and new arena to the City, and a new Los Angeles Philharmonic state-of-the-art music and cultural campus for the Youth Orchestra Los Angeles (YOLA) designed by renowned architect Frank Gehry, will also be headquartered in Inglewood. All of these new venues are bringing new energy and opportunity to the City and are contributing to its social and economic well-being.

As investment in Inglewood has burgeoned in the last several years, it has injected the local economy with new jobs, retail, entertainment and residential opportunities. As Inglewood is transformed into a major regional activity center, it also means that the number of trips in and around the City are anticipated to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5% per year and many key intersections and key highway corridors are already experiencing congestion. According to the traffic study for the Hollywood Park Stadium Alternative Project performed by Linscott Law & Greenspan in 2015, while roughly 85% of patrons are anticipated to use privately-owned vehicles and 15% will rely on transit or charter buses for stadium events and games, these modes will still compete to utilize the same traffic corridors within the City that may be physically constrained or congested. Moreover, Southern California Association of Government's (SCAG) 2016 RTP/SCS Regional Travel Demand Forecasting Model projects substantial socioeconomic and demographic growth throughout the six-county southern California region. According to SCAG, population, housing and employment growth are expected throughout the cities of Los Angeles, Inglewood, Culver City, unincorporated areas of Los Angeles County and portions of the South Bay Cities consisting of El Segundo, Hawthorne and others. The City is working to manage this growth in a sustainable and responsible way, ensuring that residents, businesses and visitors have convenient and efficient access to new destinations and resources.

Figure 1.1-1: Youth Orchestra of Los Angeles (YOLA)



Source: LA Phil/YOLA

Building on the tremendous progress the Los Angeles County Metropolitan Transportation Authority (Metro) has made to develop the County's regional rail network and to create more transportation options associated with the opening of the Crenshaw/LAX Line, Inglewood's existing transportation infrastructure and circulation system should be updated, capacity should be increased on major arterial streets where possible, Metro and municipal bus operations and service should be enhanced, and most importantly, the Metro Rail system should connect directly to the City's major activity centers.

To address these critical mobility issues, Inglewood has

partnered with Metro to perform a focused analysis of viable transit connection options from the Metro Crenshaw/LAX light rail line to the Los Angeles Stadium and Entertainment District at Hollywod Park development (LASED). With the City's input, Metro explored how best to connect Inglewood's future LASED to Metro's rail system via a high-capacity transit connection. The Metro study analyzed 1) an Interlined Operability connection from the Crenshaw/LAX Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Crenshaw/LAX Line, and 2) Independent Operability options for independent services that could provide a connection from the Metro Rail system at nearby Metro stations along the Crenshaw line to the NFL Stadium. At the conclusion of the study, the City and Metro agreed that the Interlined Operability Scenario is infeasible due to its cost and complexity that would be created on the Metro Rail system.

Consistent with Metro's recommendations, Inglewood has continued to analyze several Independent Operability transit connections to the City's activity centers. The City has assembled an experienced consultant team to continue to define the transit connection concepts, initiate the environmental analysis and clearance process, launch a stakeholder engagement process, and develop an overall project implementation and delivery strategy, which will include the pursuit of an Enhanced Infrastructure Financing District. This report describes the City's further examination and comparative analysis of alternative transit connection concepts, a more detailed analysis of transit ridership potential, rough-order-of-magnitude project cost estimates, and a brief discussion of a project implementation strategy. Based on a deeper understanding of The City's mobility goals and objectives, this report includes a recommendation for the City's preferred conceptual alignment for the Inglewood

Figure 1.1-2: Los Angeles Stadium and Entertainment District at Hollywood Park (LASED)
City of Inglewood Revitalization Rendering



Source: LASED Website, 2018

Transit Connector Project. The Inglewood Transit Connector Project will be further defined as part of the environmental review process, and develop project delivery and implementation strategies.

1.2 INGLEWOOD TRANSIT CONNECTOR GOALS AND OBJECTIVES

The City of Inglewood provides a compeling example of what communities can accomplish when leaders, local organizations and citizens join forces to change the status quo and improve the quality of life. In recent years, the City has made great strides to improve the quality and delivery of essential public services and update its transportation infrastructure. Today, Metro is working to complete the construction of the Crenshaw/LAX Line into Inglewood by 2019, increasing access to public transportation for local residents. Stations at Aviation/Century, Westchester/Veterans, Downtown Inglewood, Fairview Heights, Hyde Park, Leimert Park, MLK Jr., and Expo/Crenshaw are currently under construction. The Metro Crenshaw/LAX will extend light rail transit from the existing Metro Expo Line Station at Crenshaw/Exposition Boulevards to the Metro Green Line station at Aviation/Century Boulevards, and will provide a transit connection to Los Angeles International Airport (LAX) via the City of Los Angeles' Automated People Mover (APM) system at the Airport Metro Connector 96th Street Transit Station. The approximately 8.5 mile light rail transit line will include two stations in Inglewood including the Fairview Heights station and the Downtown Inglewood station. As the City experiences a historic revitalization and benefits from Metro's major transit investment, it is important to synergize and build upon the new development occurring within City boundaries.

The City is now also working diligently to prepare for the LASED opening and is developing a comprehensive Inglewood Sports and Entertainment Center Transportation Management and Operations Plan (TMOP). Preliminary analysis indicates that Stadium events could generate over 10,000 additional trips in the AM peak hours, and over 15,000 additional trips during the PM peak hours. The Stadium will provide more than 9,000 parking spaces, consistent with the Hollywood Park Specific Plan requirements, and will also rely on off-site satellite parking with event shuttle service. Yet, while buses, Transportation Network Companies, taxis, shuttles, and other modes will be critical transportation options to access the City's event centers, these modes will still compete with existing roadway traffic and may not provide a convenient time-certain connectivity compared to an elevated rail connection. The physical capacity of the exisiting local and regional roadway network may challenge the ability of visitors to conveniently access the City's amenities. While a comprehensive satellite parking and shuttle program is being developed for operation on the Stadium's opening day, requisite staging areas will still entail drop-off and pick-up facilities at each end, potentially diverting valuable real estate from its hightest and best use. Additionally, even if patrons elect to use transit to Inglewood, the City's new sports and entertainment centers are located approximately 1.5 to 2 miles away from regional transit, leaving a critical last-mile gap.

Accordingly, the City is wholly committed to providing world-class transportation connections to its new state-of-the-art sports and entertainment center and is working diligently to define and propose a last-mile fixed guideway transit connector, referred to as the Inglewood Transit Connector Project. Mobility and direct transit access to the City's new activity centers are critical top priorities, especially given local and regional goals to increase transportation choices, reduce greenhouse gas emissions, improve air quality and human health, and encourage sustainable development patterns. Specifically, the City's goals and objectives for the Inglewood Transit Connector Project are to:

- Encourage intermodal transportation systems by providing convenient, reliable, time-certain transit service and direct transit accessibility and connectivity to the City's major activity centers.
- Reduce the City's traffic congestion and alleviate growing

Figure 1.2-1: Existing Metro Connections to the City of Inglewood



Source: Trifiletti Consulting, 2018

demand on the existing roadway network for both event and non-event days.

- Increase transit mode split and reduce trips and overall vehicle miles traveled to the City's major activity centers, which will improve overall air quality, public health, environmental outcomes and reduce greenhouse gas emissions.
- Activate and synergize with development and redevelopment within the City and enhance the City's economic development, social cohesion, equity and community resilience.
- Connect its community and citizens to jobs, education, services, destinations within the City and within the region, and support regional efforts to become more efficient, economically strong, equitable and sustainable.

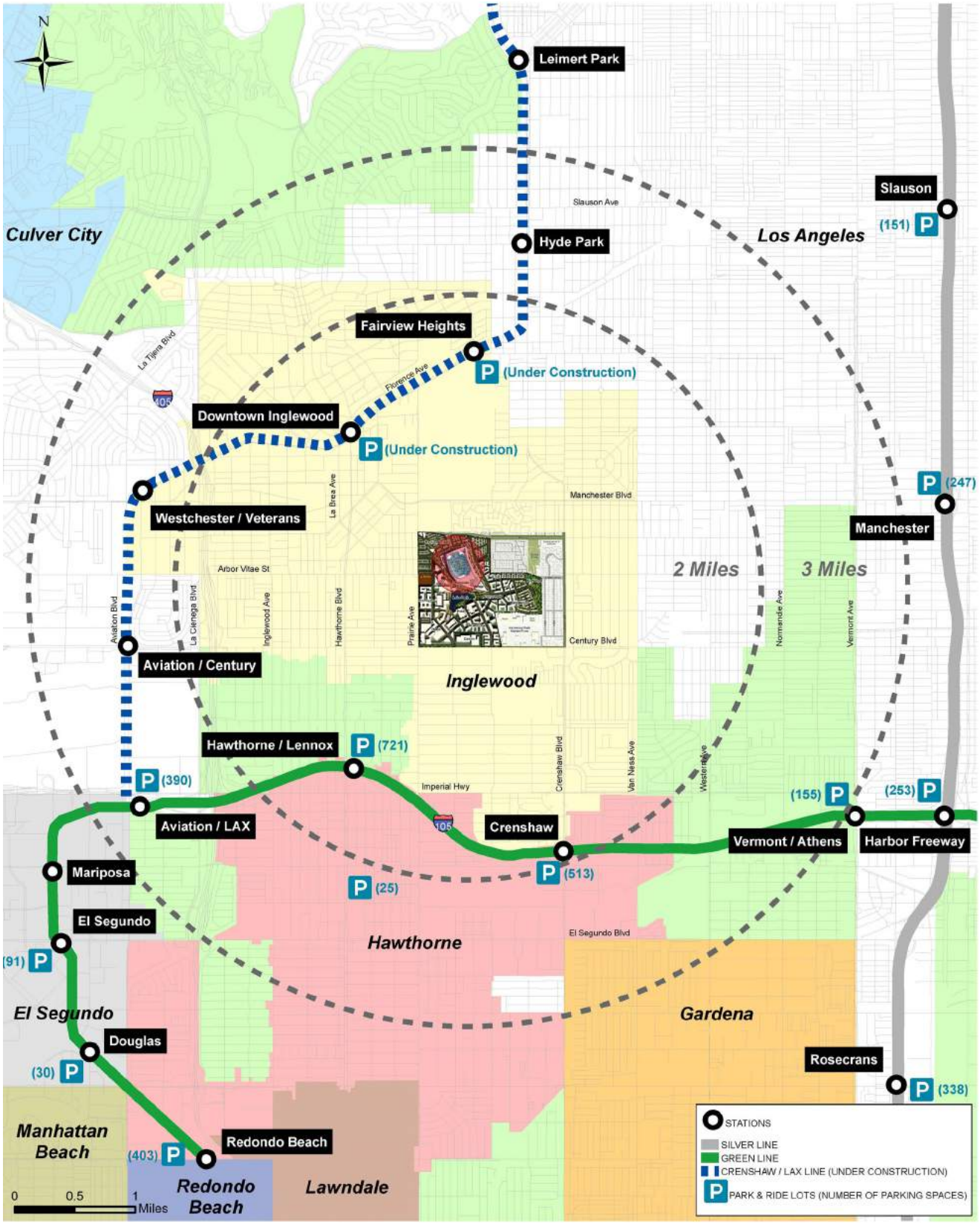
The City has evaluated several independent last-mile fixed guideway transit connector options, comparing these options against key screening criteria and evaluating each option against the City's stated goals and objectives. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of this ongoing and widespread investment.

Table 1.2-1: Metro Rail Stations Near City of Inglewood

METRO RAIL STATIONS NEAR CITY OF INGLEWOOD	APPROXIMATE WALKING DISTANCE TO HOLLYWOOD PARK NFL STADIUM
Aviation/Century	2.5 miles
Westchester/ Veterans	2.2 miles
Downtown Inglewood	1.3 miles
Fairview Heights	1.7 miles
Aviation/LAX	3.5 miles
Hawthorne/Lennox	1.8 miles

Source: Google Maps, 2018

Figure 1.2-2: Metro Park & Ride Lots Within Study Area



Source: Trifiletti Consulting, 2018

1.3 INGLEWOOD MOBILITY PLAN

Working in collaboration with the Southern California Association of Governments (SCAG), Metro, Caltrans, and surrounding transportation agencies and municipalities, the City has launched several parallel and coordinated transportation planning and programming efforts. The City of Inglewood's Circulation Element from the City's General Plan, which was adopted in 1992, will also be updated to reflect the City's long-range infrastructure needs and updated transportation goals, objectives, plans and projects. The Mobility Plan will include performance measures aligned with the City's vision, goals, and objectives, and will include short-term and long-term transportation improvements and policy recommendations designed to improve and enhance the City's local and regional transportation networks. The Inglewood Transit Connector Project will be proposed as the centerpiece and backbone of the Inglewood Mobility Plan.

Figure 1.3-1: Envision Inglewood Website - Mobility Plan Illustration



1.4 EXISTING AND FUTURE LAND USE AND TRANSPORTATION CONDITIONS

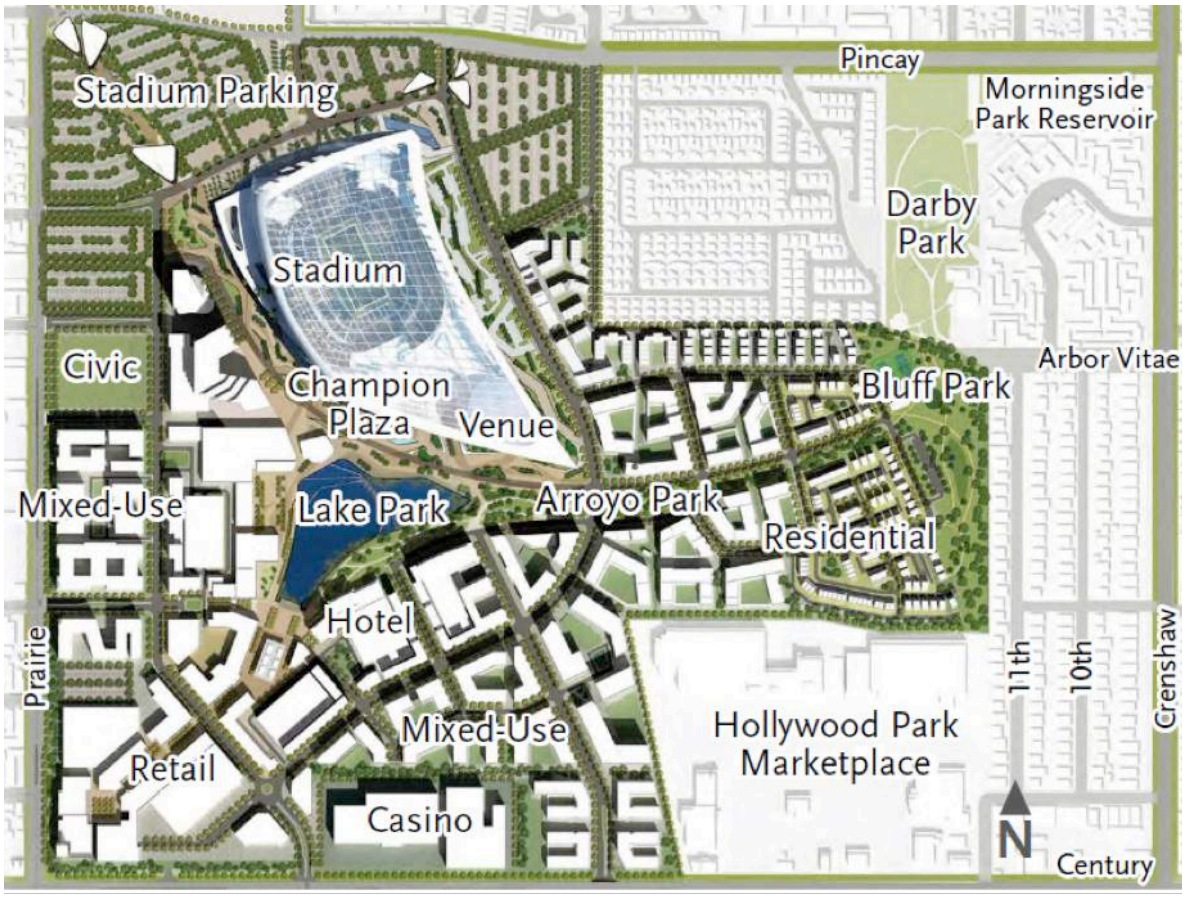
Located a few miles from downtown Los Angeles, the Silicon Beach tech corridor in West Los Angeles and just east of the Los Angeles International Airport and Gateway to Los Angeles hotel and business district, the City of Inglewood is a centrally located area that is seeing new construction and renewed economic development.

The following important projects under construction or proposed within the City are highlighted below.

1.4.1 Los Angeles Stadium and Entertainment District at Hollywood Park (LASED)

The LASED project, a new mixed-use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility, started construction in 2014 and is slated for completion by 2023. The project will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the City. The signature component of the project is new 75,000-seat NFL stadium, which includes a 6,000-seat performance venue that will be home to both the NFL Los Angeles Rams and Los Angeles Chargers teams. The stadium is set to open in 2020.

Figure 1.4-1: Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) Site Plan



Source: City of Inglewood

According to Moody's Analytics, the LASED project is expected to generate nearly $1 billion in tourist expenditures for the City, pump $3.8 billion per year into the local economy, and add $18.7 to $28 million annually to the City's general fund. The LASED project includes roadway infrastructure upgrades, to modernize traffic systems with intelligent traffic signal systems (ITS) and a state-of-the-art traffic management command center, and implement physical mitigation measures at various intersections along Prairie Avenue and Century Boulevard.

1.4.2 The Forum

Constructed in 1967, The Forum, a multi-purpose indoor arena, has served for decades as one of the region's premier sports and entertainment venues. In 2014, The Forum completed a multi-million-dollar renovation and was added to the National Register of Historic Places. The Forum now actively hosts the largest entertainment acts in the country and is scheduled to host events during the 2028 Summer Olympic games.

1.4.3 The Proposed Inglewood Basketball and Entertainment Center

In June 2017, the NBA's Los Angeles Clippers team announced a proposal to construct a new arena and sports facility in Inglewood designed to host the team and other non-sporting events. In February 2018, the City initiated the environmental clearance process for the proposed project by releasing the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR). The proposed project is located on approximately 27 acres and includes an 18,000 fixed seat arena, an approximately 85,000-square foot team practice and athletic training facility, approximately 55,000 square feet of LA Clippers team office space, approximately 25,000-square foot sports medicine clinic for team and potential general public use, approximately 40,000 square feet of retail and other ancillary uses that would include community and youth-oriented space, an outdoor plaza with an approximate area of 260,000 square feet including landscaping, outdoor basketball courts, outdoor community gathering space, and parking facilities sufficient to meet the needs of the proposed uses.

Figure 1.4-2: Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) Rendering



Source: LASED Website, 2018

Figure 1.4-3: The Forum



Source: City of Inglewood, 2018

Figure 1.4-4: Proposed Inglewood Basketball and Entertainment Center Preliminary Site Plan



Source: City of Inglewood, Notice of Preparation, 2018

1.4.4 Market Street

The City of Inglewood is also working to revitalize downtown Inglewood in time to synergize with the future Metro Crenshaw/LAX station. The City is encouraging the design and development of new residential, mixed-use and retail oriented projects along Inglewood's Market street along with signage, marketing, landscaping and traffic calming improvements. Situated in the heart of Inglewood's Historic Core, The Miracle Theater was once connected to greater Los Angeles by the Red Car system. Today's Metro Crenshaw/LAX line will stop in downtown Inglewood just three blocks from The Miracle on Market Street. Classic theaters throughout Los Angeles are currently being re-energized as vital cultural venues. In the late 1940s through the early 1960s, Inglewood's Market Street hosted Hollywood film premieres at several movie houses including The Fox Theater, The United Artist's Theater, and The Ritz Theater. Built in 1937, The Ritz (now revived as The Miracle) is once again home to local and international entertainment. Featuring music, movies, comedy, and community events, The Miracle Theater provides a venue for arts and culture on Market Street.

Figure 1.4-5: Screening of HBO Series, *Insecure: Season 2,* Miracle Theater on Market Street, Fall 2017



Source: Miracle Theater Website, 2018

1.5 EXISTING FREEWAY/ ARTERIAL ROADWAYS

Four major interstate highways serve the Inglewood area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-105), running east/west, the San Diego Freeway (I-405) running north/south and the Harbor Freeway (I-110) running north/south just east of the Study Area. The I-10, I-105, I-110 and the I-405 experience high levels of congestion, particularly during peak commute periods. I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and Los Angeles International Airport.

The roadway system in the City is primarily a grid that includes arterials, collectors, and local roads. A major arterial thoroughfare is a high-capacity urban road with the primary function of delivering traffic from collector roads to freeways or expressways, and between urban centers at the highest level of service possible.

According to the City of Inglewood 1992 Circulation Element, the following streets within in the City are classified as major arterials:

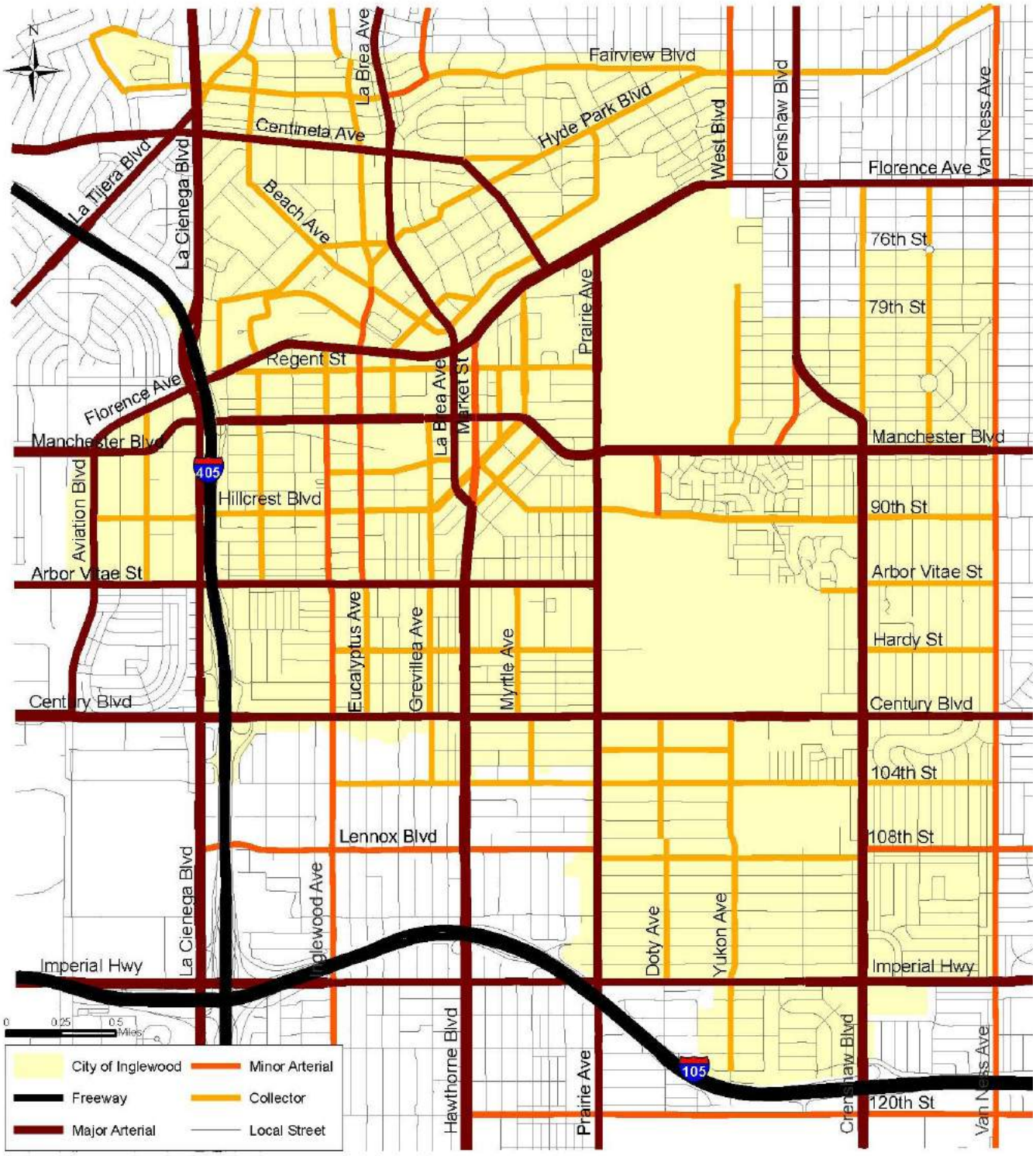
1. Arbor Vitae Street
2. Centinela Avenue
3. Century Boulevard
4. Crenshaw Boulevard
5. Florence Avenue
6 Hawthorne Boulevard
7. Imperial Highway
8. La Brea Avenue
9. La Cienega Boulevard
10. Manchester Boulevard
11. Prairie Avenue

Minor or secondary arterials are similar to major arterials except that they may be discontinuous within the city, may carry less traffic volume and/or may serve as extensions of other major arterials. According to the City of Inglewood 1992 Circulation Element, the following streets within the Study Area is classified as a minor arterial:

1. Crenshaw Drive
2. Eucalyptus Avenue (Beach to Arbor Vitae)
3. Fairview Boulevard (La Brea to Overhill)
4. Kareem Court (Forum Road)
5. Inglewood Avenue (south of Manchester)
6. Lennox Boulevard
7. Market Street (Florence to La Brea)
8. Overhill Drive
9. Van Ness Avenue
10. West Boulevard (north of Florence)
11. 108th Street (east of Crenshaw)

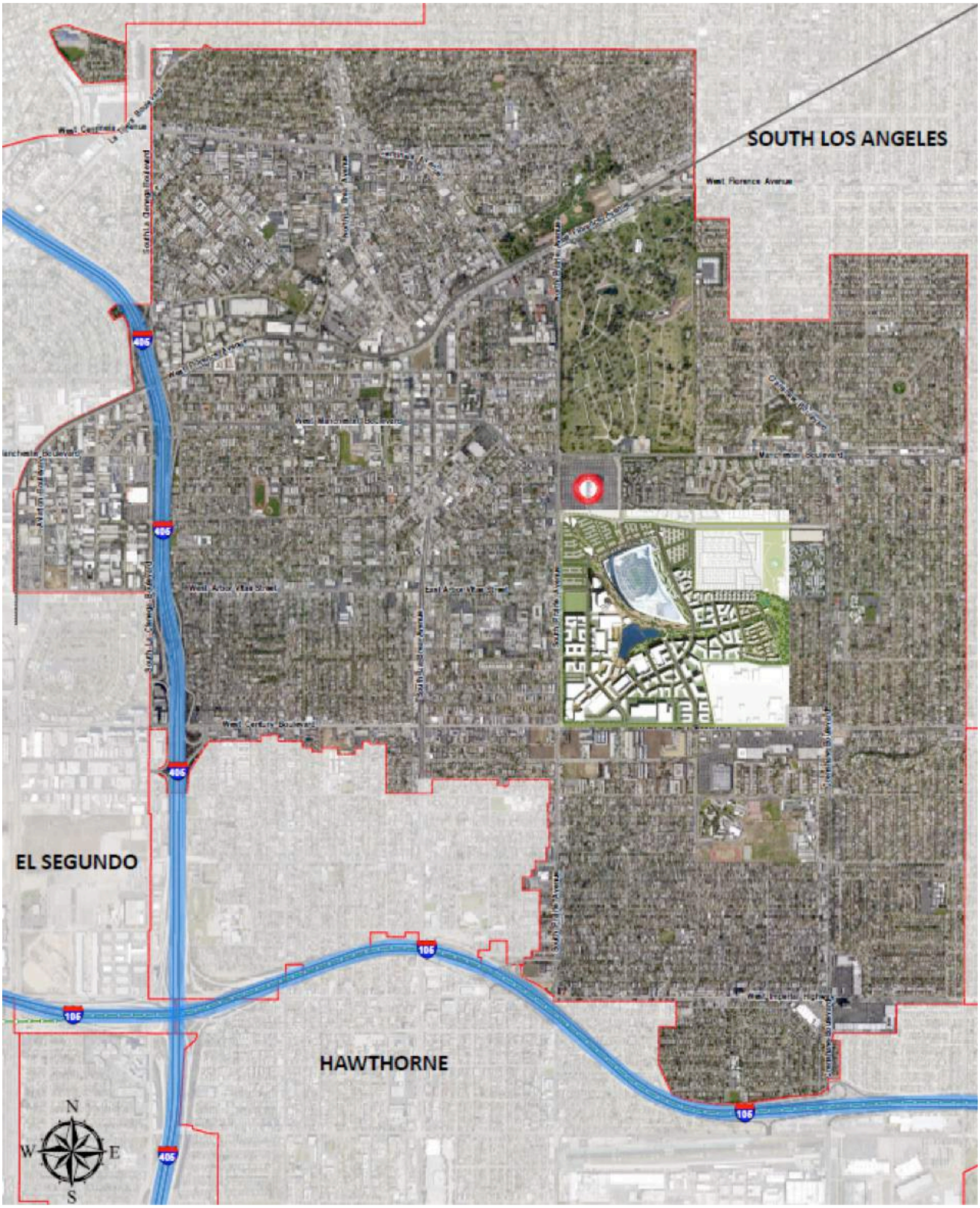
Figure 1.5-1 illustrates Inglewood's freeway and roadway system (arterial, collector, and local streets).

Figure 1.5-1: City of Inglewood General Plan: Circulation Element, 1992



Source: City of Inglewood, 1992

Figure 1.5-2: City of Inglewood, 2018



Source: Trifiletti Consulting, 2018

1.6 FUTURE FREEWAY/ ARTERIAL ROADWAYS

Several roadway improvements within the City of Inglewood are either programmed or under construction. They include:

- Century Boulevard Corridor Improvements.
- Prairie Avenue Corridor Improvements.
- Florence Avenue and Centinela Avenue Roadway Segment Improvements.
- Citywide Intelligent Transportation System (ITS) Improvements.
- Other intersection improvements.

Several regional improvements outside the City's jurisdiction that would have a positive impact on traffic flow, network connectivity and circulation are either proposed as mitigations or are being planned as part of the SCAG's RTP/ SCS and Metro's Long Range Transportation Plan (LRTP). They include:

- I-405 Improvements.
- La Cienega Boulevard Corridor Improvements.
- I-105 Fast-Track Implementation Improvements
- Other improvements.

Additionally, several specific intersection improvements are anticipated as project design features or traffic mitigations required as part of the Hollywood Park Development Project, including but not limiting to, at the following intersections:

- Re-stripe eastbound Arbor Vitae approach.
- Modifications of traffic signal improvements at Arbor Vitae/Prairie, Hardy/Prairie, Prairie/Century, Doty/ Century and Yukon/Century.
- Upgrade seven intersections with ITS traffic signal improvements per the EIR including Crenshaw/Century, Prairie/Century, Doty/Century, Yukon/Century, Club Drive/Century, 11th Ave/Century and Van Ness/Century
- Install southbound right-turn lane at Crenshaw and Century Boulevards.
- New private access road to the Hollywood Park Casino.

1.7 INGLEWOOD EXISTING TRANSIT

Transit service in Inglewood is provided by Metro and the City of Inglewood. The characteristics of bus services in the City of Inglewood are summarized in Table 1.7-1and Table1.7-2, while Figures 1.7-2 and 1.7-3 illustrate existing transit routes for all bus and rail lines within the City.

A combination of Metro Local and Rapid buses provide service to the City of Inglewood, with limited service during weekends and evenings. Inglewood is currently serviced by City-operated I-Line and Metro transportation agencies. The Metro lines serving Inglewood include: Lines 40, 102, 110, 111, 115, 117, 120, 126, 209, 210, 211, 212/312, 217, 442, 607, 625, 710, and 740. These lines connect the City of Inglewood to the greater Los Angeles region. Metro's new LAX/Crenshaw is currently under construction and will provide service to Inglewood at the Downtown Inglewood Station at Florence Avenue and Market Street. An additional Crenshaw/LAX will be built immediately adjacent to the City of Inglewood at Westchester/Veteran at the southwest border of the City.

As part of the City's Mobility Plan and Event Transportation Management and Operations Plan, the City is working with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations.

Table 1.7-1: Metro Bus Service in the City of Inglewood

OPERATOR	ROUTE	SERVICE AREA		ANNUAL ROUTE RIDERSHIP
		FROM/TO	TO/FROM	
Metro	40	Downtown Los Angeles	South Bay Galleria	8,649
	102	LAX City Bus Center	South Gate	33
	110	Playa Vista	Bell Gardens	2,840
	111	LAX	Norwalk Station	4,305
	115	Playa Del Rey	Norwalk Station	8,734
	117	City Bus Center	Downey	9,359
	120	LAX	Whittwood Town Center	1,177
	126	Manhattan Beach & Valley Dr.	Hawthorne Station	3
	209	Wilshire Center	Athens	88
	210	Hollywood/Vine Station	South Bay Galleria	4,452
	211	Redondo Beach	Inglewood	413
	212	Hawthorne/Lennox Station	Hollywood/Vine Red Line Station	10,788
	442	Hawthorne/Lennox Station	Downtown Los Angeles	118
	607	Inglewood Transit Center	Inglewood Transit Center	87
	710	Wilshire Center	South Bay Galleria	3,761
	740	Jefferson Park	South Bay Galleria	1,734

Source: Metro, 2018

Note: This data is for all Metro bus routes that pass through the City of Inglewood, is limited to activity that occurs within City boundaries, and includes boarding and alighting on weekdays and weekends.

Table 1.7-2: Exisiting and Future Rail Service in the City of Inglewood

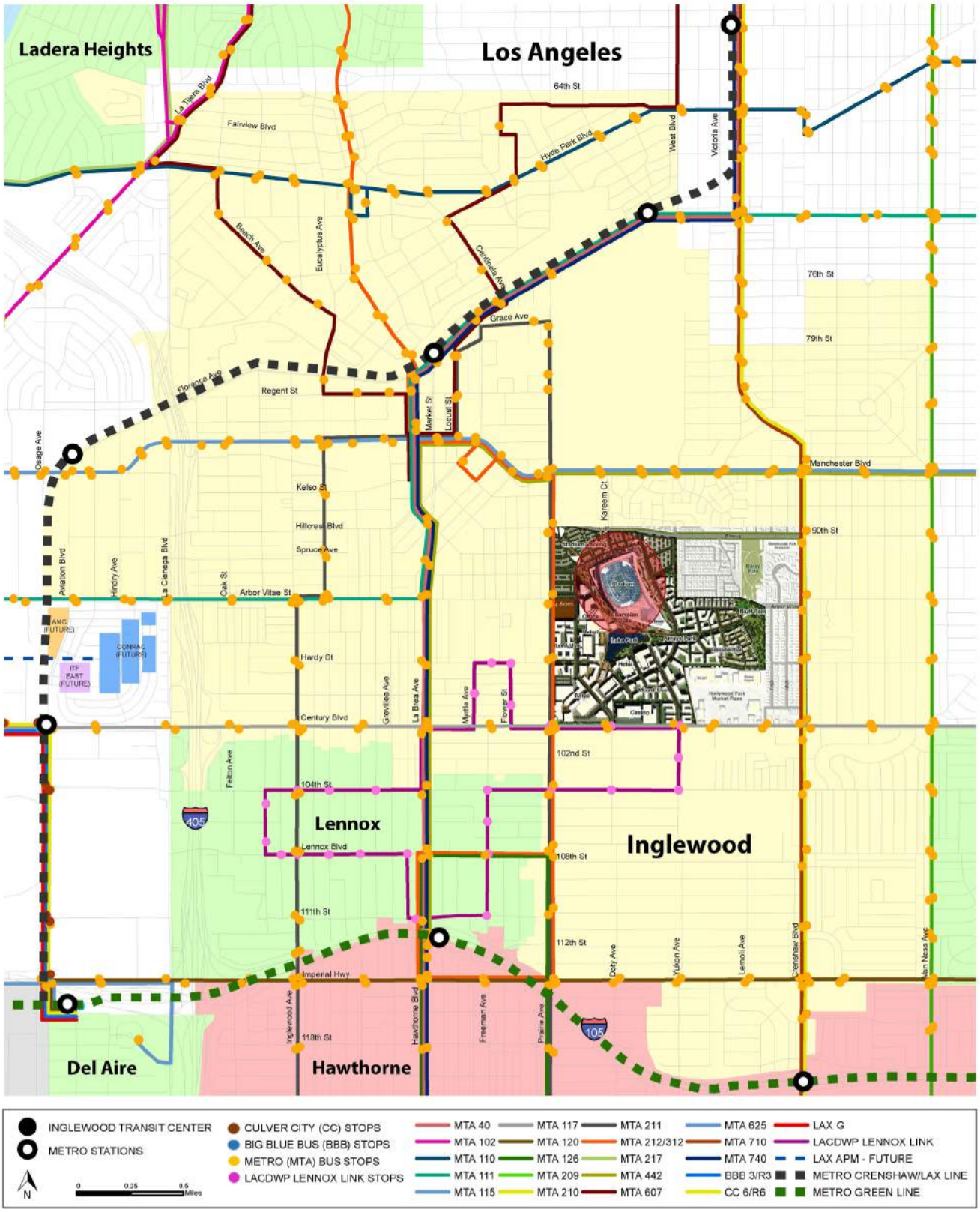
METRO RAIL LINE	DESCRIPTION
Metro Crenshaw/LAX Line	The Crenshaw/LAX transit line, currently under construction, has two stations located in the City of Inglewood – the Downtown Inglewood Station at the intersection of Florence Avenue and La Brea Avenue and the Fairview Heights Station at Florence Avenue and West Boulevard.
Metro Green Line	The Metro Green Line currently terminates at the Redondo Beach Station to the south and Norwalk Station to the east. It provides transfer service to the Blue Line, Silver Line and several Metro bus lines traveling north – south. Metro's Expenditure Plan identifies the extension of the Green Line to Torrance at Crenshaw Boulevard. The project is anticipated to be completed by 2030.

Source: Metro, 2018

Figure 1.7-1 Envision Inglewood Website Illustration



Figure 1.7-2: Metro Bus Transportation Network in the City of Inglewood



Source: Raju Associates, 2018

Figure 1.7-3: Current Metro Rail Conectivity Throughout the City of Inglewood



Source: Trifiletti Consulting, 2018

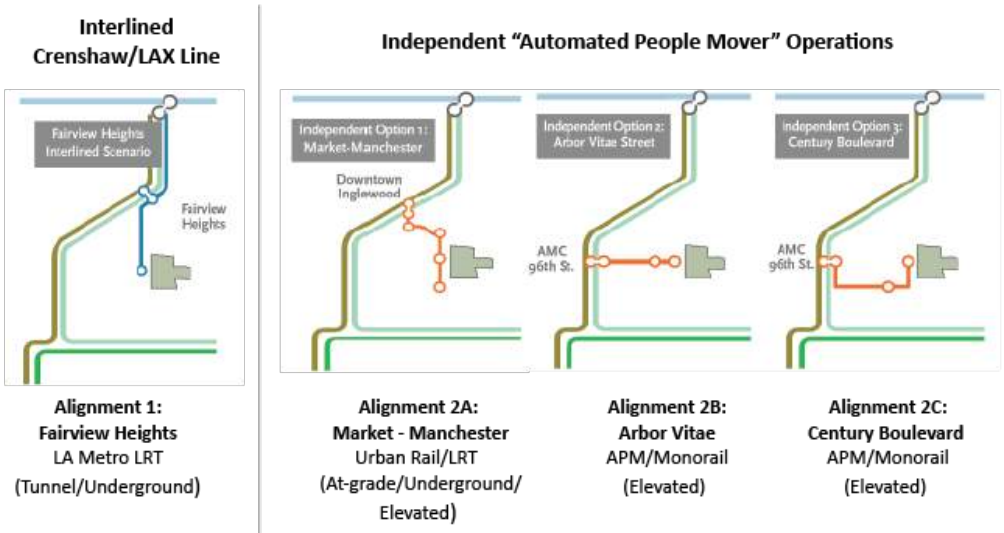
1.8 METRO CITY OF CHAMPIONS/ INGLEWOOD (NFL) PROJECT STUDY

Metro completed the City of Champions/Inglewood (NFL) Project Focused Analysis of Transit Connection Study in July 2017. Metro's study analyzed a potential underground rail transit connection from the under-construction Metro Crenshaw/LAX Fairview Heights at-grade light rail station at Florence south Prairie Avenue to the NFL Stadium/ Hollywood Park mixed-use development. The study evaluated the feasibility of using high-capacity transit technology to serve the Los Angeles Stadium and Entertainment District at Hollywood Park under an Interlined Operability Scenario and Independent Operability Scenarios. The Metro study concluded the following, summarized below and in Figure 1.8-1:

- Alignment 1 Fairview Heights: The Interlined Operability Scenario looked at a branch from the Crenshaw/LAX Line in a subway under Prairie Avenue.
- Alignment 2A Market-Manchester: An independent urban rail transit connection to Downtown Inglewood to leverage Market Street in In glewood's historic core and to promote economic development opportunities in the City.
- Alignment 2B Arbor Vitae: An independent automated people mover transit connection to the Airport Metro Connector 96th Street Transit Station via Arbor Vitae Street to provide connections to LAX and Metro's major multi-modal hub at the AMC 96th Street Transit Station.
- Alignment 2C Century Boulevard: An independent automated people mover transit connection to the Airport Metro Connector 96th Street Transit Station via Century Boulevard to provide connections to LAX and Metro's major multi-modal hub at the AMC 96th Street Transit Station.

Regarding the Independent Operability Scenario, other alternatives, which could be considerably less costly, were not studied, because of the City's concern that congestion during peak periods at the entertainment/stadium district could create conflicts with at-grade, fixed – guideway transit service, degrading transit service. Future "Long term" connections to the Green Line and Hawthorne were identified but not recommended for further study at this phase and were not included in Metro's analysis.

Figure 1.8-1: Metro Transit Alternatives



Source: Metro/AECOM, 2017

Table 1.8-1: Summary of Metro City of Champions/Inglewood (NFL) Project Study Findings

		INTERLINED WITH CRENSHAW/LAX LINE	INDEPENDENT		
			OPTION 1: DOWNTOWN VIA MARKET-MANCHESTER	OPTION 2: ARBOR VITAE	OPTION 3: CENTURY
CAPACITY GOAL	MAXIMUM CAPACITY	5,400 passengers/hr	13,500 passengers/hr	18,000 passengers/hr	
	PROJECTED RIDERS[1]	Average Weekday: 3,734 riders/day	Average Weekday: 3,158 riders/day	Average Weekday: 1,740 - 3,803 riders/day	
		Event: 4,130 - 15,000 attendees/event	Event: 3,900 - 14,300 attendees/event	Event: 6,120 - 24,180 attendees/event	
COST	CAPITAL COST (2017$)[2]	$1,333 - $1.960 billion	$497-$746 million	$561-$990 million	$563 million - $1.049 billion
	OPERATION & MAINTENANCE COST (2017$)[3]	$13.6-$22.5 million/year	$11.2-$17.1 million/year	$9.9-$14.3 million/year	$11.0-$17.1 million/year
TECHNOLOGY/MODE		Underground LRT	Urban Rail	APM/Monorail	
STATIONS		Fairview Heights, Development	Market North, Market South, Manchester, Forum, Development	AMC, La Brea, Development	AMC, La Cienega, La Brea, Century/Prairie, Development
DISTANCE (mi)		1.8[4]	1.2	2.1	2.8
AVG SPEED (mi/hr)		35.6[4]	14.9	32.7	24.6
ONE-WAY TRAVEL TIME (min.)		3.0[4]	4.8	3.8	6.8
POTENTIAL RIGHT-OF-WAY ACQUISITION (acres)		22	15	33	19
PRIVATE/PUBLIC PARTNERSHIP OPPORTUNITIES		Low	High	High	High

1. Range reflects differences in attendance between teams, varying mode splits, and parking utilization (for Independent Option 2 & 3)
2. Range reflects a low and high capacity operating plan as well as uncertainty and contingency due to current stage of design
3. Range reflects a low and high capacity operating plan
4. Based on the new branch from Fairview Heights Station to the Development

Source: Metro/AECOM

The Metro study concluded that interlined operations with the Crenshaw/LAX line offered some advantages associated with a one-seat ride (thus avoiding passenger transfers) inter-operability and maintenance of fleet. However, the Metro study found a one-seat ride would introduce complexities to Metro regional network operations due to the introduction of an additional route to Los Angeles Stadium and Entertainment District at Hollywood Park. The operational headways for the overlapping routes must account for the route demands, which differ. For example, the special events/ game-day ridership demands on the Inglewood Transit Connector are exponentially higher than the peak hour demands of the other Metro rail routes. Metro deemed the Interlined Operability alternative not feasible due to the costs and operational impacts on the regional system.

The Metro study concluded the following:

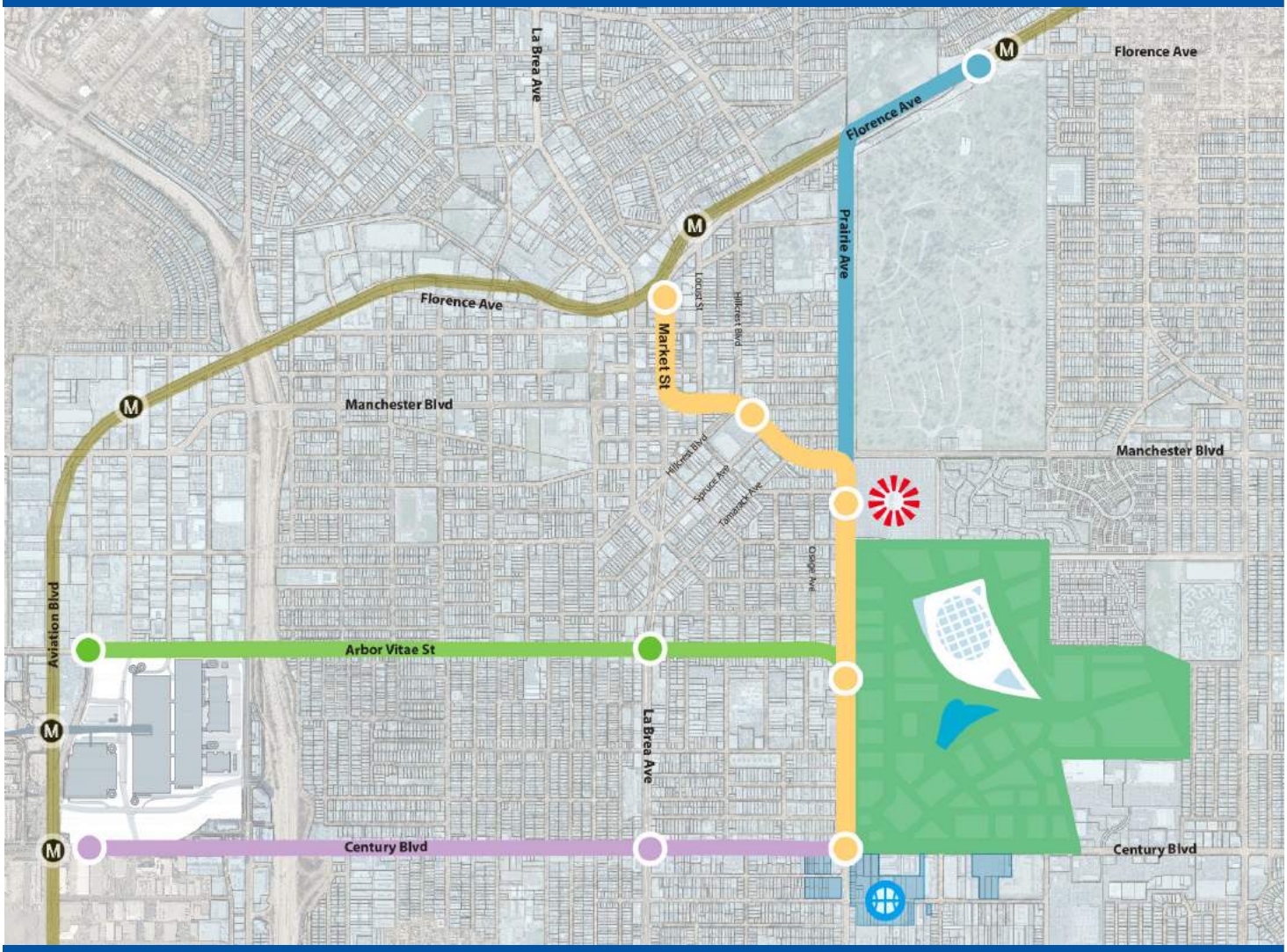
- The existing and planned venues within the City of Inglewood are major traffic generators with a high event driven transit mode share.
- Independent APM operations would better serve the event driven ridership.
- The single seat interlined operation would introduce complexities and added costs to the mainline rail operations.
- While Metro deemed the Interlined Option not viable, it recommended that the City further develop independent automated people mover options to serve major development sites.
- A public-private-partnership strategy and an Enhanced Infrastructure Financing District is recommended, especially since Measure M and the Metro Long Range Transportation Plan do not earmark funding for such a project.

Figure 1.8-2: Iconic Market Street Sign



Source: Olivia Niland for Neon Tommy, 2014

2. INGLEWOOD TRANSIT CONNECTOR ALTERNATIVES



2.1 INGLEWOOD TRANSIT CONNECTOR ALTERNATIVES

To build upon the work initiated by Metro, the City refined the Inglewood Transit Connector Alternatives to achieve the City's goals and objectives. Accordingly, this Study evaluates the following four conceptual transit alternatives, all consisting of elevated APM Systems:

- Alternative A: Market-Manchester Alignment
- Alternative B: Fairview Heights Alignment
- Alternative C: Arbor Vitae Alignment
- Alternative D: Century Boulevard Alignment

This Study is evaluating for overall project feasibility, and therefore it should be stressed that each alternative is based on a conceptual, preliminary design. Engineering would undoubtedly result in shifts and modifications to the overall project design, including stations, platforms and support facilities. Yet, preliminary conceptual designs are provided so that various alternative concepts can be compared with one another and feasibility issues can be identified.

Each of the alternatives described in Sections 2.2 through 2.5 provide an assessment of APM technologies with key findings on the candidate technologies that would be viable for the Inglewood Transit Connector Project. The specific technology is expected to be selected through a competitive procurement process and is not dependent on the selection of the preferred alignment. A number of alternative features and project characteristics are expected to be comparable to each other. These non-differing characteristics are 1) station size, configuration and locations/distances serving the key traffic generators; 2) guideway right-of-way and elevations; 3) maintenance and storage facilities; and 4 passenger convenience/amenities. It is assumed for purposes of this analysis that each station and station access will be comparable across the Alternatives. This Report also includes specific details associated with each of these non-differentiating characteristics.



Los Angeles Clippers

2.2 ALTERNATIVE A: MARKET-MANCHESTER ALIGNMENT

The Market-Manchester Alignment (Alternative A) is an aerial alignment that runs approximately one-quarter of a mile along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue. The alignment continues for approximately one mile south of Manchester Boulevard along Prairie to Century Boulevard. This Alternative provides service to downtown Inglewood, The Forum, Los Angeles Stadium and Entertainment District at Hollywood Park, and the proposed Inglewood Basketball and Entertainment Center. This is the shortest alignment concept in comparison to other options. The mainline length of this alternative is approximately 1.8 miles, dual-lane, and includes an anticipated five stations as illustrated in Figure 2.2-1. The station locations and number were identified to provide connections to the traffic generators/development, and potential opportunities for further development/investment.

Alternative A (see Figure 2.2-1) is designed to connect major development sites to Metro LAX/Crenshaw line station at downtown Inglewood and presents an opportunity for integration with local economic activity, current and future transit-oriented development, and other initiatives in the downtown/commercial district of Inglewood. Unlike the 2017 Metro study's urban rail technology and at-grade segment at Market Street, the City's option is proposed to be elevated so that the Inglewood Transit Connector would not compete for the same roadway network as other road-based vehicles.

Possible intermodal facility locations to capture road-based traffic such as buses, transportation network comapnies (TNCs), taxis, and private vehicles, and facilitate a convenient transfer to the Internet Transit Connector have been identified (see Figure 2.2-1). These potential intermodal facilities provide an opportunity to limit the amount and type of road-based traffic into the area especially during special events. Such limits may be voluntary, based on convenience, and/or controlled through regulatory policies such as possible congestion pricing for access.



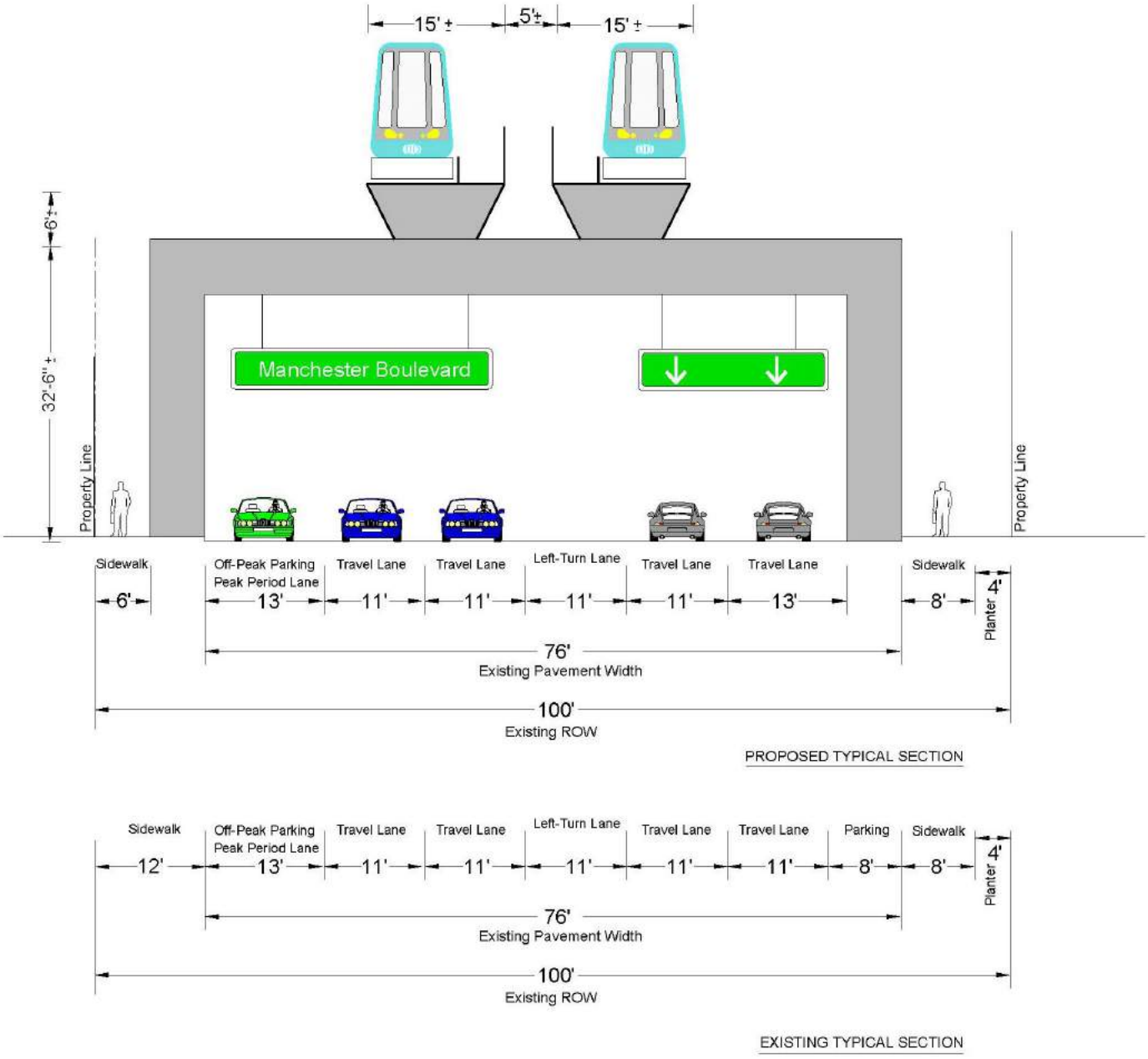
Source: City of Inglewood

Figure 2.2-1: Alternative A: Market-Manchester Alignment



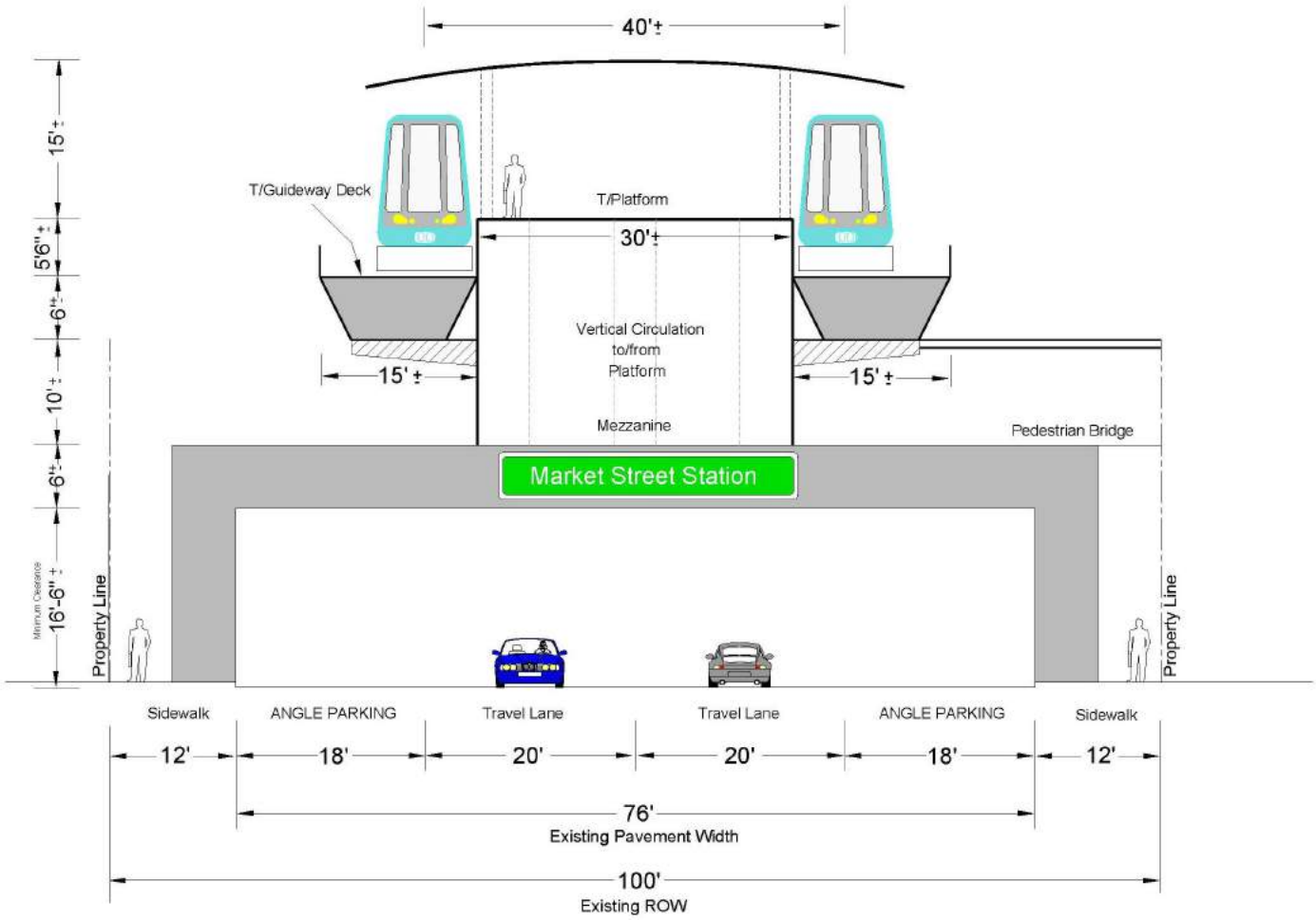
Source: Trifiletti Consulting, 2018

Figure 2.2-2: Alternative A: Market-Manchester Alignment
Manchester Boulevard, Looking West in Between Stations



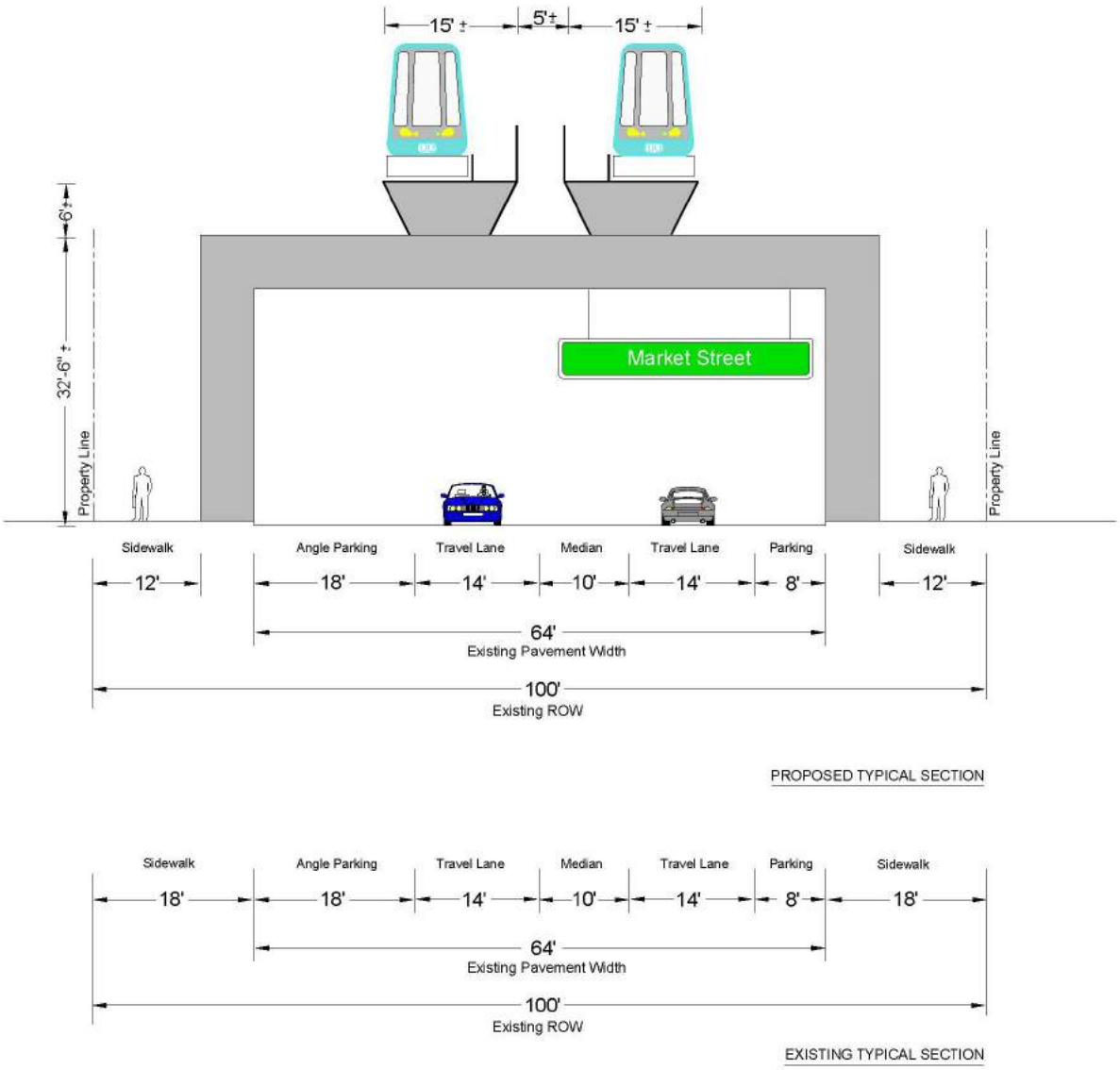
Source: Raju Associates, 2018

Figure 2.2-3: Alternative A: Market-Manchester Alignment
Manchester Boulevard, Looking West at Station



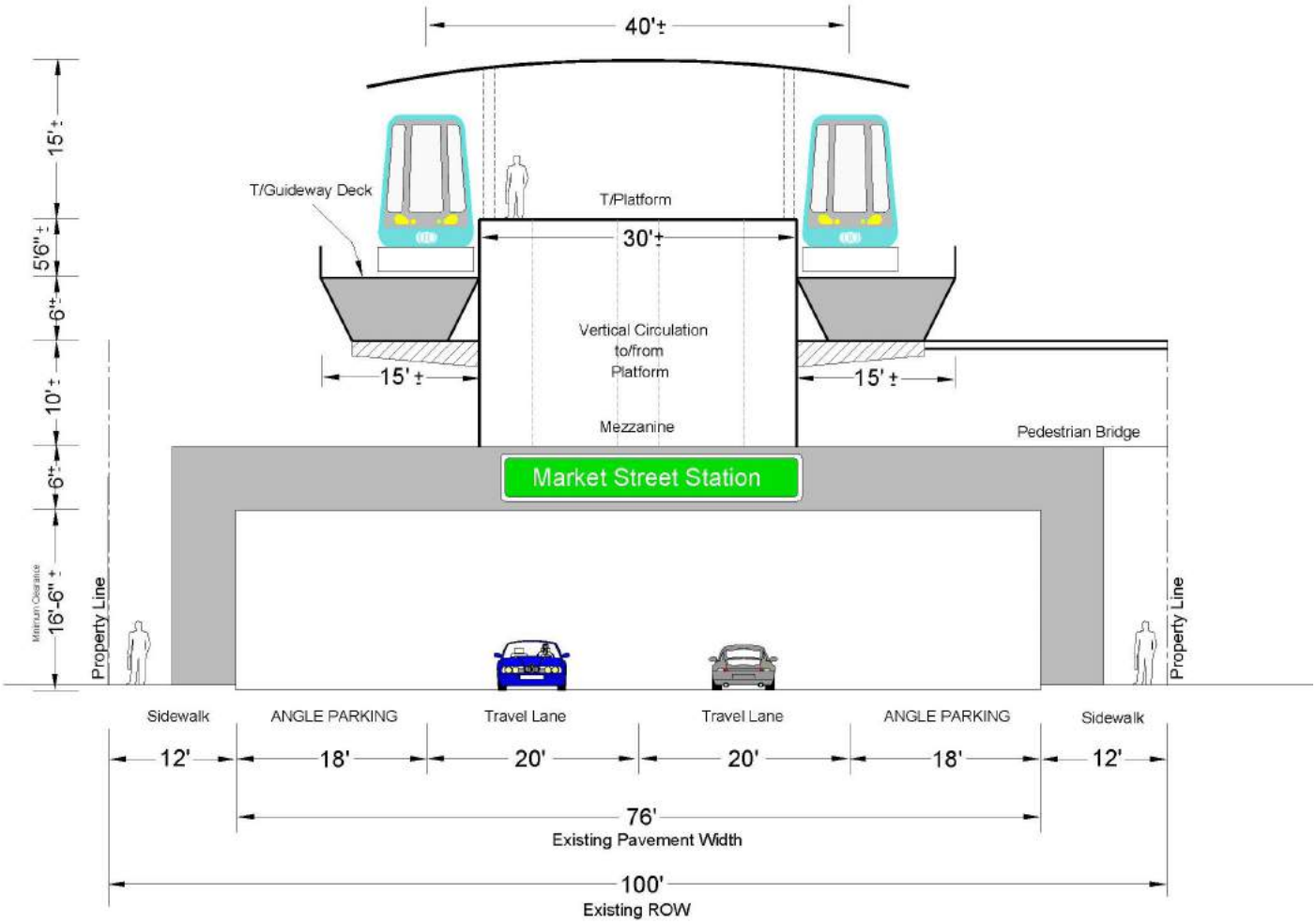
Source: Raju Associates, 2018

Figure 2.2-4: Alternative A: Market-Manchester Alignment
Market Street, Looking North between Regent St and Queen St



Source: Raju Associates, 2018

Figure 2.2-5: Alternative A: Market-Manchester Alignment
Market Street Looking North at Station



Source: Raju Associates, 2018

2.3 ALTERNATIVE B: FAIRVIEW HEIGHTS ALIGNMENT

The City identified an independent elevated APM System as a refined alternative connecting directly to the Fairview Heights Station along Prairie Avenue. The Fairview Heights Alignment (see Figure 2.3-1) is an aerial alignment that runs approximately one-half mile along Florence Avenue between Prairie Avenue and West Boulevard. The alignment then transitions south along Prairie Avenue for approximately one and three-quarter miles between Florence Avenue to Century Boulevard. This Alternative provides service to downtown Inglewood, The Forum, LASED, and the proposed Inglewood Basketball and Entertainment Center. The mainline length of this alternative is approximately 2.2 miles, dual lane, and includes an anticipated four stations as illustrated in Figure 2.3-1. The number of stations and their locations were identified based on providing connections to traffic generators/development. Further development opportunities are limited by Edward Vincent Jr. Park, Inglewood Cemetery, and residential areas; furthermore, Alternative B would not service the downtown Inglewood area.

A possible intermodal facility location to capture road-based traffic such as buses, TNCs, taxis, and private vehicles, and facilitate a convenient transfer to the ITC has been identified. This potential intermodal facility provides an opportunity to limit the amount and type of road-based traffic into the area especially during special events. Such limits may be voluntary based on convenience, and/or regulatory through policies including possible congestion pricing for access.

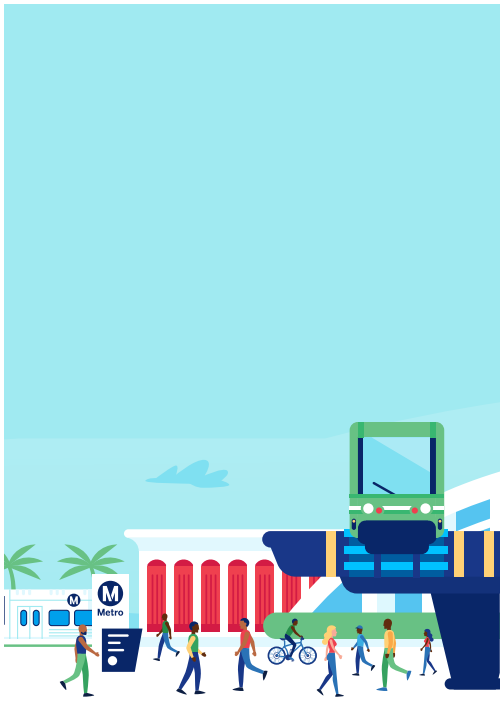
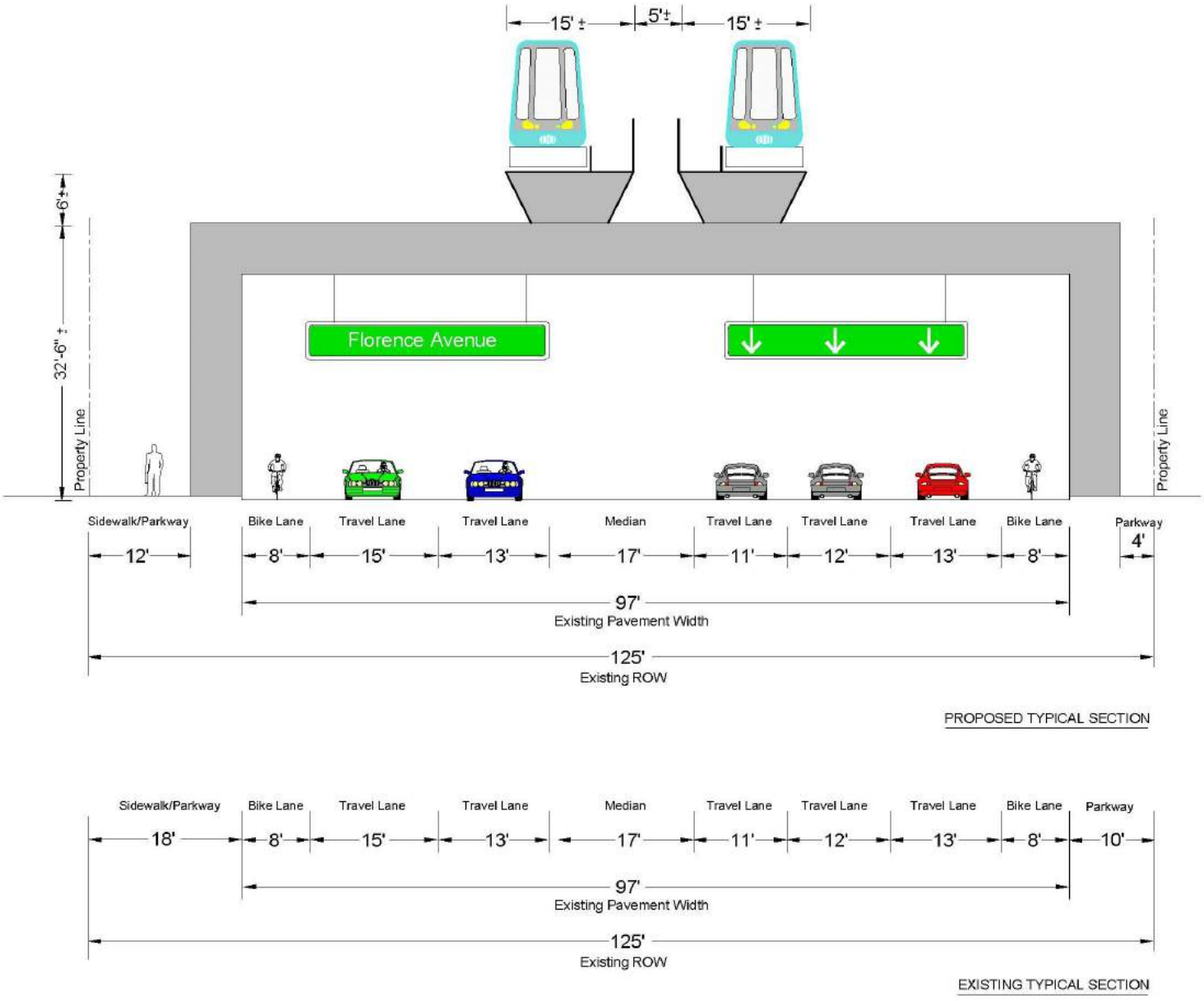


Figure 2.3-1: Alternative B: Fairview Heights Alignment



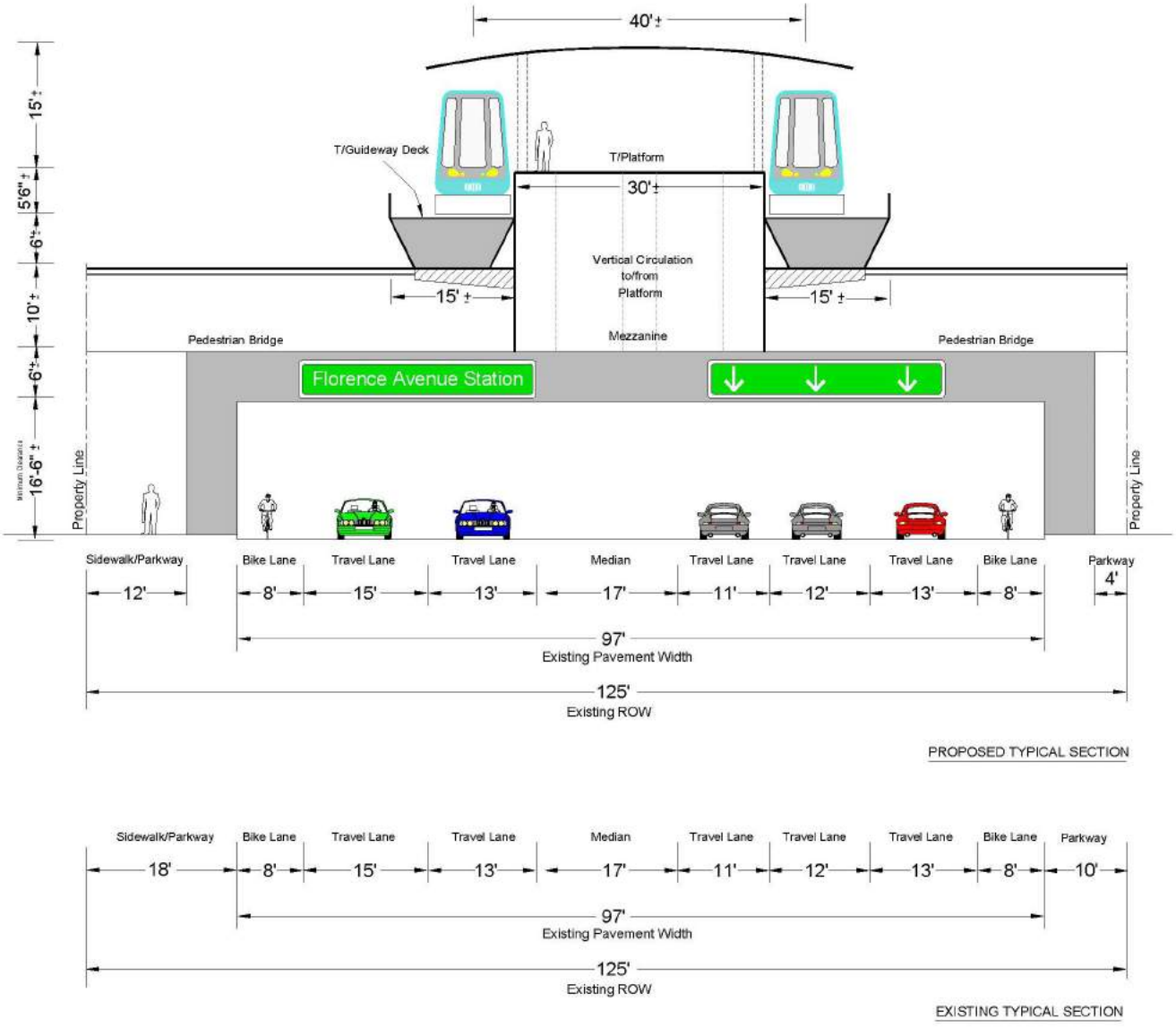
Source: Trifiletti Consulting, 2018

Figure 2.3-2: Alternative B: Fairview Heights Alignment
Florence Avenue, Looking West in Between Stations



Source: Raju Associates, 2018

Figure 2.3-3: Alternative B: Fairview Heights Alignment
Florence Avenue, Looking West at Station



Source: Raju Associates, 2018

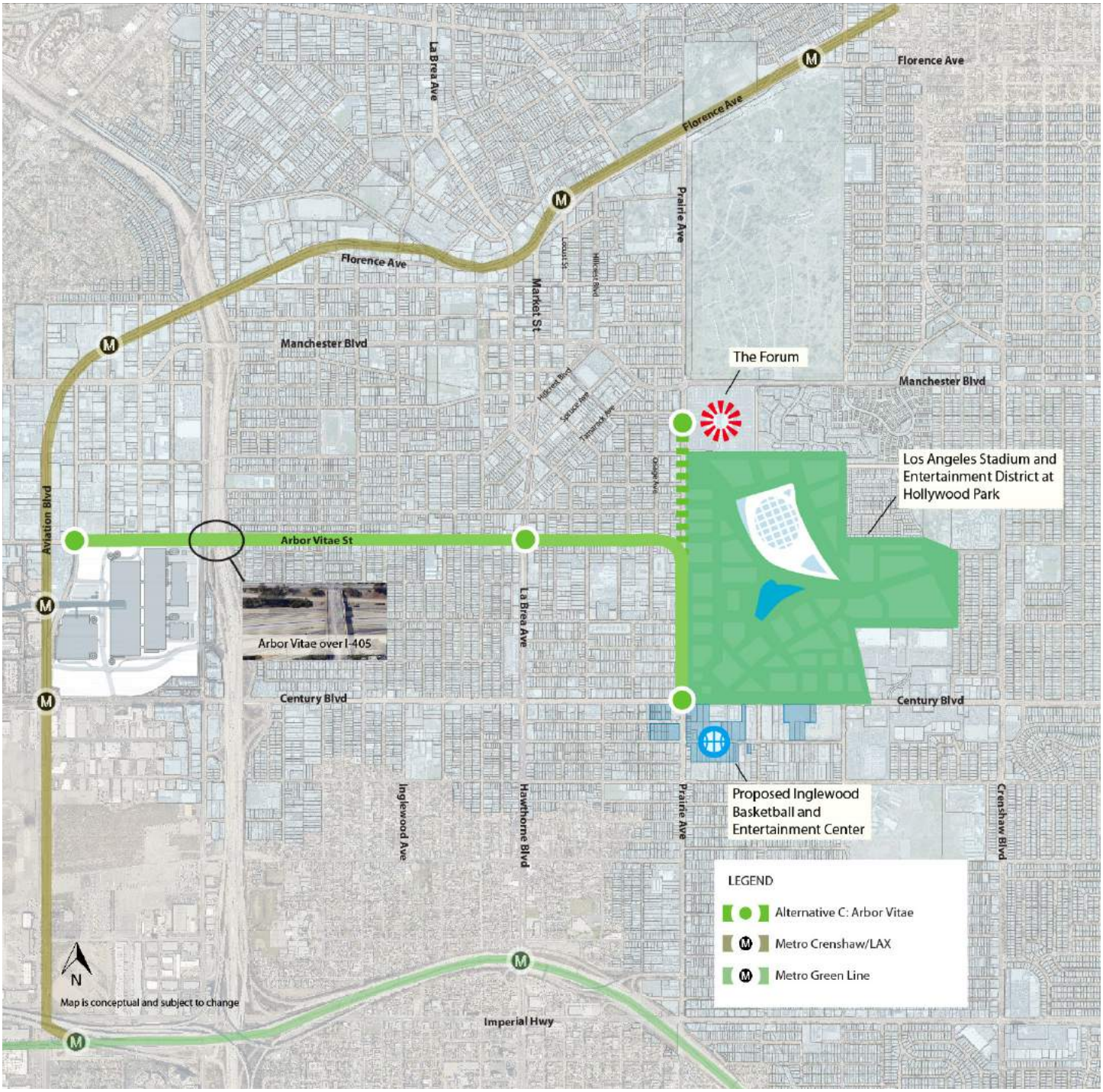
2.4 ALTERNATIVE C: ARBOR VITAE ALIGNMENT

The Arbor Vitae Alignment (Alternative C) is an aerial alignment concept that runs approximately two miles along Arbor Vitae Street from Aviation Boulevard to Prairie Avenue, where it transitions south, and potentially north, along Prairie Avenue for approximately one half mile to Century Boulevard. This Alternative provides service to The Forum, LASED, and the proposed Inglewood Basketball and Entertainment Center. Alternative C presents the opportunity to directly connect to the Los Angeles International Airport (LAX) and its Landside Access Modernization Program (LAMP) that includes substantial parking opportunities, a consolidated rental car center, planned regional multi-modal hub served by both Metro's Crenshaw/LAX and Green Lines, various Metro and municipal bus lines, and the LAX Automated People Mover system. Although this alternative connects to a planned multi-modal hub, development opportunities are limited in downtown Inglewood since it will not serve the area.

Crossing over the I-405 and a narrow right-of-way along Arbor Vitae Street poses significant obstacles for Alternative C. Crossing over the I-405 requires coordination with Caltrans, Los Angeles Department of Transportation and Los Angeles World Airports. However, since Arbor Vitae Street crosses over the I-405, the complexity of the coordination is expected to be less than the Century Boulevard Alignment (Alternative D). East of La Brea Avenue, the roadway section only includes one through-lane in each direction and one parallel parking lane. This section would require significant modifications to accommodate the alignment and create potential major impacts to existing small businesses as well as possible neighborhood displacement.

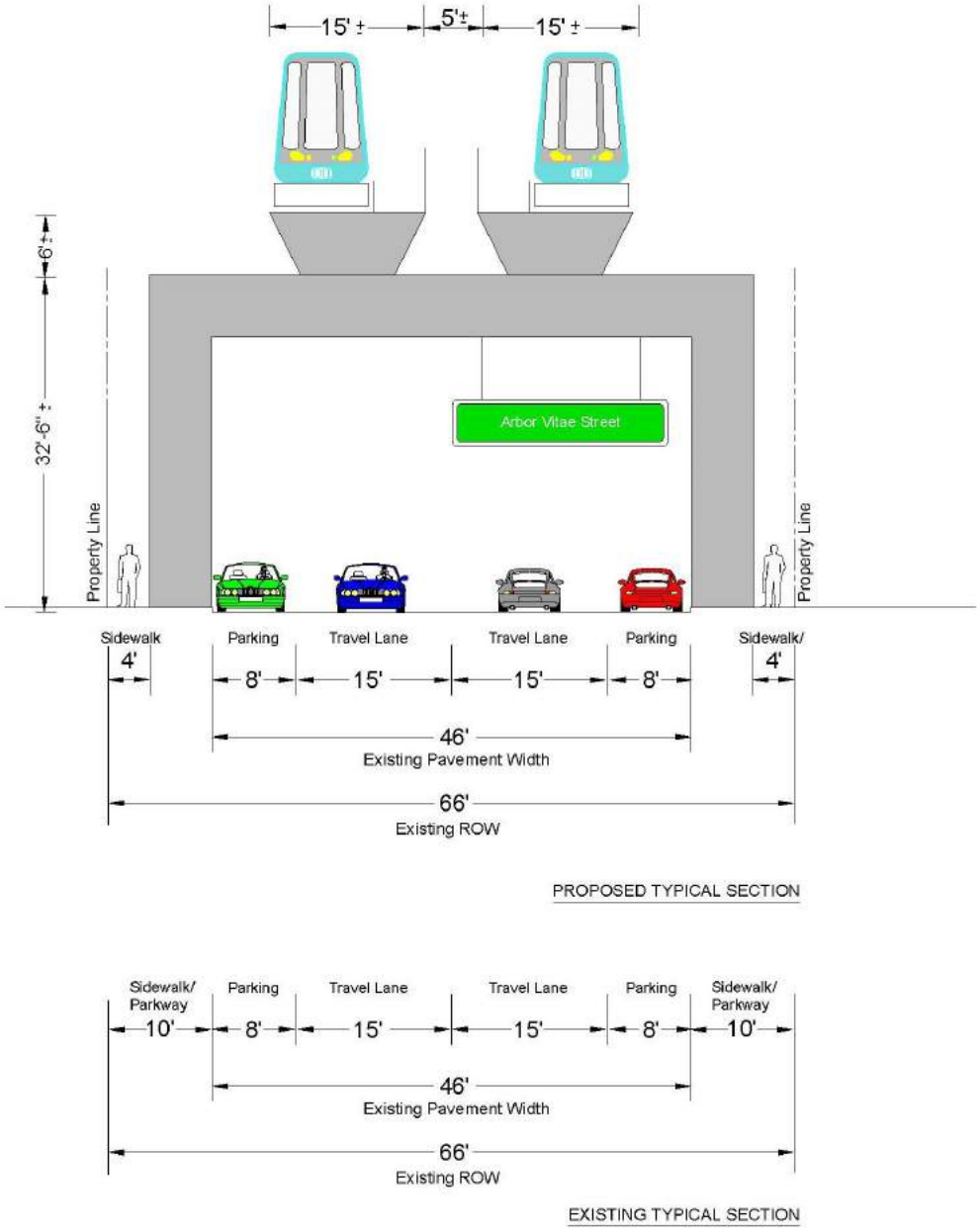
Possible intermodal facility locations to capture road-based traffic such as buses, TNCs, taxis, and private vehicles and facilitate a convenient transfer to the ITC have been identified. These potential intermodal facilities provide an opportunity to limit the amount and type of road-based traffic into the area especially during special events; such limits may be voluntary based on convenience, and/or controlled through regulatory policies including possible congestion pricing for access.

Figure 2.4-1: Alternative C: Arbor Vitae Alignment



Source: Trifiletti Consulting, 2018

Figure 2.4-2: Alternative C: Arbor Vitae Alignment
Arbor Vitae Street, Looking West in Between Stations



Source: Raju Associates, 2018

2.5 ALTERNATIVE D: CENTURY BOULEVARD ALIGNMENT

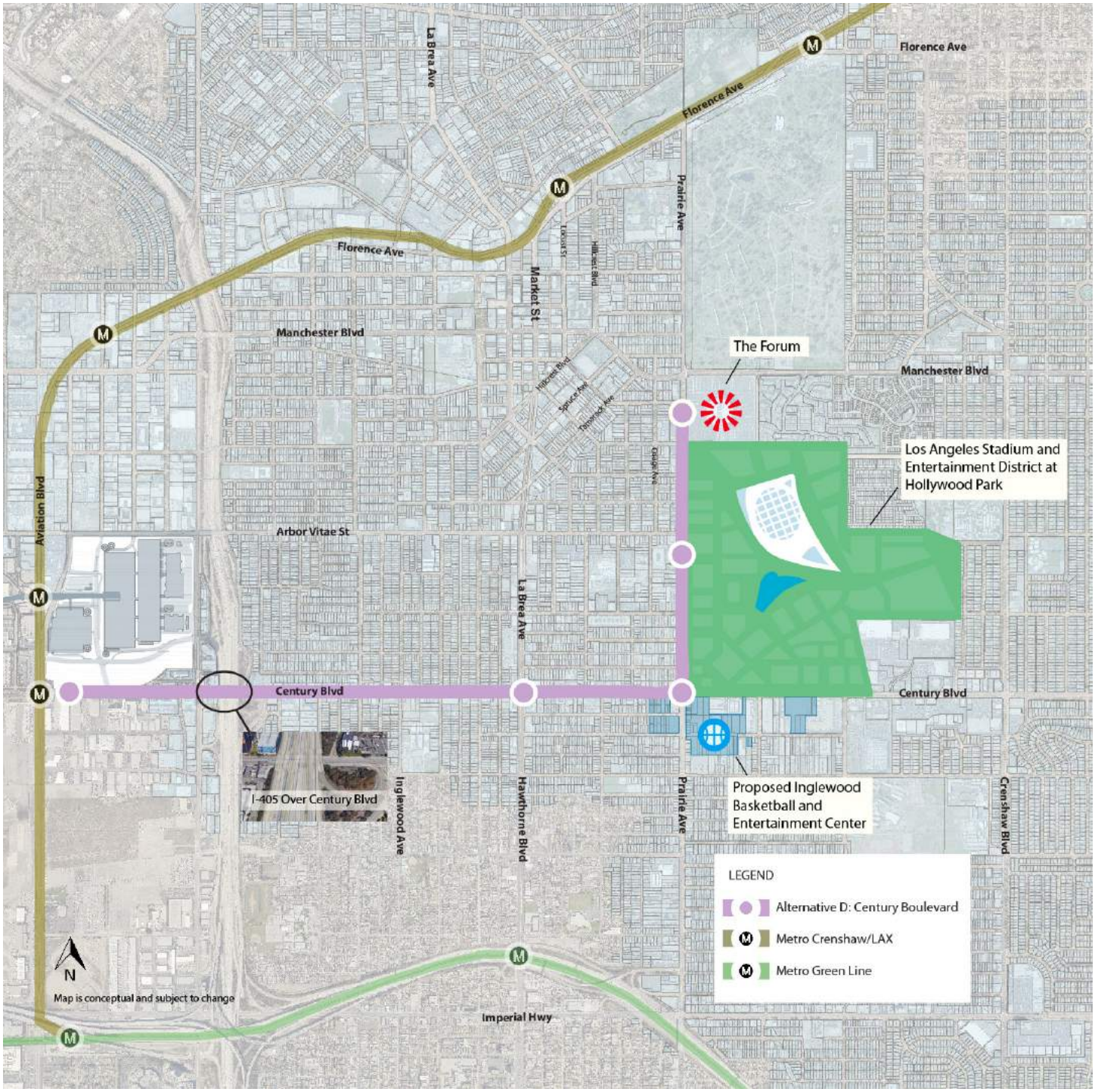
The Century Boulevard Alignment (Alternative D) is an aerial alignment concept that runs approximately two miles along Century Boulevard from Aviation Boulevard to Prairie Avenue, where it transitions north along Prairie Avenue for approximately one mile to south of Manchester Boulevard. This Alternative provides service to The Forum, LASED, and the proposed Inglewood Basketball and Entertainment Center. Alternative D provides the opportunity to directly connect to a regional multimodal facility served by Metro's Crenshaw/ LAX and Green Lines, various Metro and municipal bus lines, and the LAX automated people mover (APM) system.

To connect to the multimodal facility, Alternative D would be required to cross the I-405 on the south side of the LAX LAMP development near Manchester Square. A preliminary review indicates that the transition from an elevated segment to a level sufficient under the I-405 may not be feasible due to the short distance available and the real estate constraint between Century Boulevard and the LAX LAMP development at Manchester Square. Crossing over and under the I-405 would require coordination with Caltrans, Los Angeles Department of Transportation and Los Angeles World Airports. This alignment does not present the opportunity for integration with local economic activity, current and future transit-oriented development, and other initiatives in downtown Inglewood.

Possible intermodal facitlity locations to capture road-based traffic such as buses, TNCs, taxis, and private vehicles and facilitate a convenient transfer to the ITC have been identified (see Figure 2.5-1). These potential intermodal facilities provide an opportunity to limit the amount and type of road-based traffic into the area especially during special events. Such limits may be voluntary based on convenience and/or controlled by regulatory policies including possible congestion pricing for access.

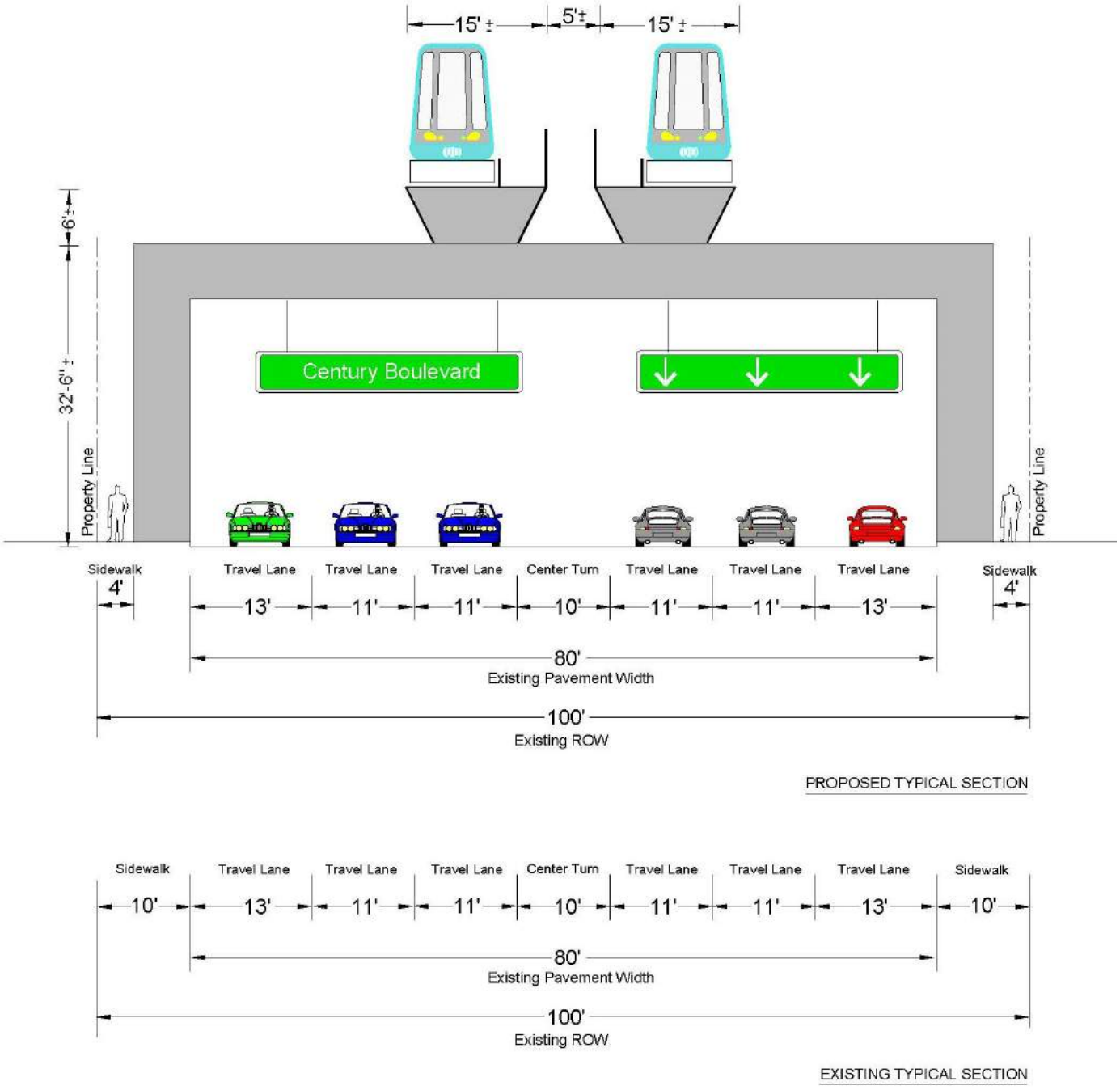


Figure 2.5-1: Alternative D: Century Boulevard Alignment



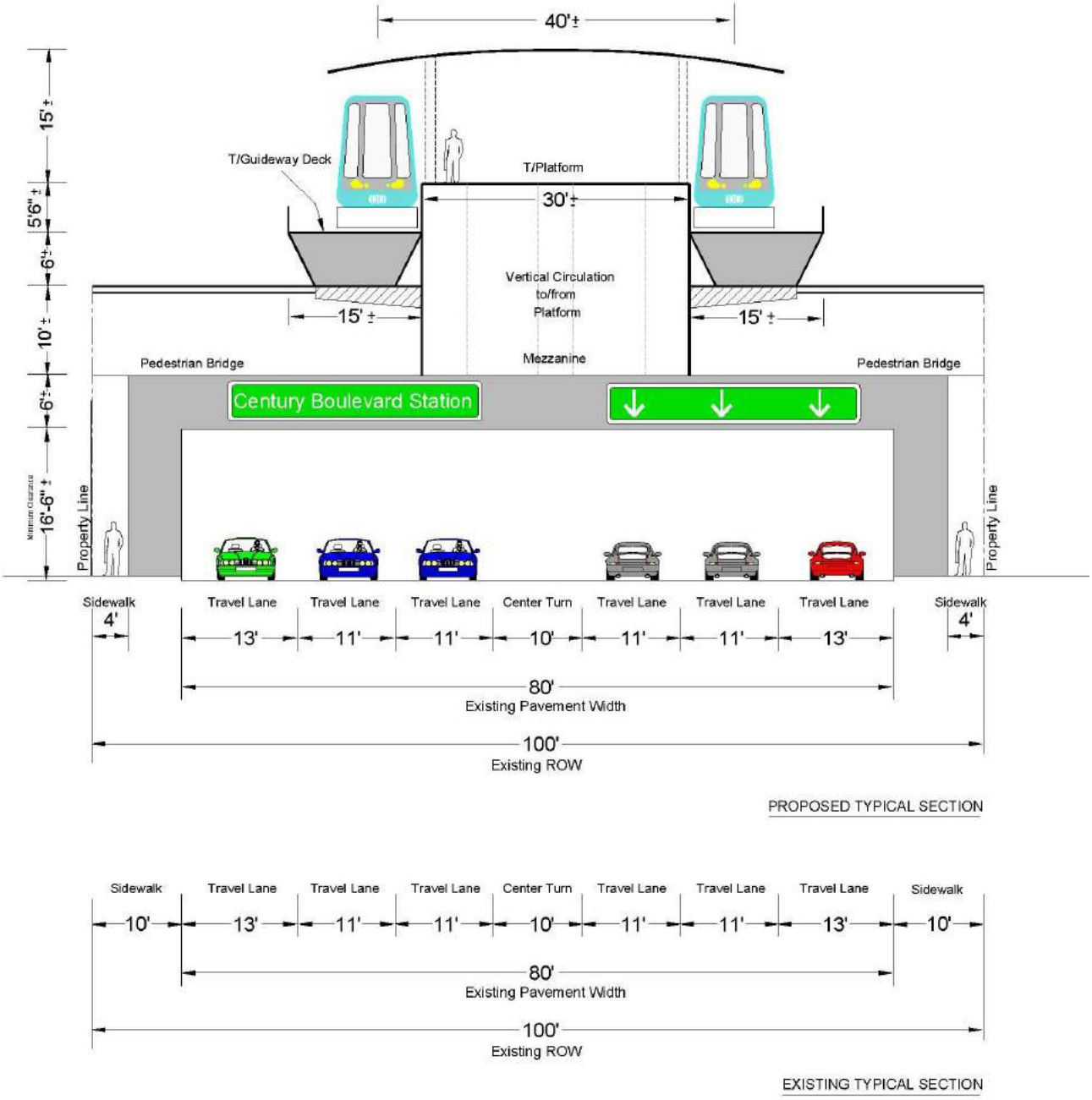
Source: Trifiletti Consulting, 2018

Figure 2.5-2: Alternative D: Century Boulevard Alignment
Century Boulevard, Looking West in Between Stations



Source: Raju Associates, 2018

Figure 2.5-3: Alternative D: Century Boulevard Alignment
Century Boulevard, Looking West at Station



Source: Raju Associates, 2018

2.6 TRANSIT TECHNOLOGY ASSESSMENT

The City also evaluated a range of transit technologies to determine the viable classes of technologies that can potentially meet the anticipated requirements for the Inglewood Transit Connector. Driverless technologies have been presumed as these are similar to manually operated technologies except that with an automated train control system, the driverless technologies can be operated at shorter (more frequent) headways. The system performance requirements will be established after the selection of the locally preferred alternative and further project development. Such system requirements will drive the ultimate selection of the optimal technology. Manually operated technologies have been removed from consideration as they will not be able to meet the operational requirements (i.e. short headways) to meet the anticipated line capacity demands, nor fit within the geometric constraints given the short system route and the high peak ridership demands from special events and game days at the key ridership generators.

The range of such technologies are considered to be a class of Automated Guideway Transit or APM Systems. Differentiation is primarily based on the size of the vehicles, guideway mounting, propulsion and guidance systems. The candidate transit technologies are:

- Personal Rapid Transit (PRT)
- Large and Small Monorails
- Cable-propelled APMs
- Self-propelled Rubber-Tired APMs
- Large Steel Wheel-Rail APMs

Table 2.6-1 provides a summary of the typical characteristics of the different potential technologies.

Table 2.6-1: Summary of Technology Specifications of Modes Considered

MODES	TYPICAL APPLICATION AND OPERATIONS	TYPICAL CAR LENGTH (ft)	TYPICAL CAR CAPACITY (Pax/car at 2.7 to 3.5 sf/pax)	TYICAL OPERATING SPEEDS (mph)	GUIDEWAY/ ALIGNMENT ROW CHARACTERISTICS
Personal Rapid Transit (PRT)	Designed to provide nonstop, origin-to-destination service to individuals or small groups of passengers with multiple cars operating in a network. To date, network size has been very limited.	10 to 15 feet	Small (max four to six passengers seated)	Typical low operating speed (less than 25mph) but some suppliers claim up to 40 mph	Five to seven feet per guideway (excluding emergency walkway) Min. turning radius capability of 16 feet, but preferable 20-25 feet or higher.
Small Monorails	Provides line haul type service connecting multiple stations. May be operated as a shuttle or pinched loop with multiple trains following each other stopping at every station before turning back at the end of line stations. Applied when geographically compact area. May operate on top of the guideway, or be suspended from the guideway.	15-20 feet (typical trains can be six to eight cars long)	12 to 20	20 to 30 mph	Seven to eight feet per guideway (excluding emergency walkway) includes vehicle overhang. Min. turning radius capability of 50 feet, but preferable 150 feet or higher. At turnback – requires guideway structure movement to switch tracks.
Large Monorails	Provides line haul type service connecting multiple stations. May be operated as a shuttle or pinched loop with multiple trains following each other stopping at every station before turning back at the end of line stations. Applied when geographically compact area. May operate on top of the guideway, or be suspended from the guideway.	40 feet (typical trains can be four to five cars long)	55 to 70	30 to 55 mph	12 feet per guideway
Cable Propelled APMs	Provides line haul service connecting multiple stations. Applied when geographically compact area. Typically operated as a shuttle where trains operate on their track shuttling back and forth between the end-of-line stations. Trains are "pulled" by cables with "cars" attached to the cable with grips. Cable drives between station pairs. Detachable grips available with some technology suppliers – to facilitate multiple trains operating behind each other with trains turning back at end of line stations. Requires that station pair distances be roughly uniform to maintain synchronized operations.	25-30 feet (typical trains can be up to five to seven cars long)	35 to 55	25 to 30 mph	10 to 12 feet per guideway (excluding emergency walkway) Min. turning radius capability of 75 feet, but preferable 150 feet or higher.
Self Propelled Rubber-Tired APMs	Provides line haul type service connecting multiple stations. Typically operated in a pinched loop with multiple trains following each other stopping at every station before turning back at the end of line stations; can also be operated in shuttle operations where a train shuttles back and forth on same track between the stations. Applied when geographically compact area. Typically applied when operational flexibility is required, and when system is implemented in phases – as future expansion is more easily accommodated compared to monorails or cable propelled technologies. Applied at airports (landside and airside), as well as downtown circulators.	40-42 feet (typical two to four car trains, but up to six car trains)	50 to 75	30 to 50 mph	12 feet per guideway (excluding emergency walkway) Min. turning radius capability of 75 feet, but preferable 150 feet or higher.

Source: Trifiletti Consulting, 2018

Figure 2.6-1: Personal Rapid Transit Examples - Heathrow Airport, Morgantown, WV and Masdar, UAE



Source: Heathrow Airport



Source: Morgantown, WV

Personal Rapid Transit - Key Considerations:

- Small, limited operating systems with limited capacities.
- Small cars with limited interior capacity, maximum of 4 to 6 passengers, and low headroom.
- Low operating speed, less than 25 mph.
- Only three small starter systems with very limited complexity and capacity, though this technology has been developed for over 30 years.
- Operating headway and resulting system capacity remains controversial. PRT suppliers claim that the operating headways can be as close as 0.5 seconds to get higher capacities. However, this has not been service proven, even on a test track, with a representative operating fleet and guideway configuration. To accommodate such a high vehicle volume, the infrastructure at the stations and bypass lanes would be substantially larger than for larger vehicle APM systems.



Source: Masdar, UAE

Figure 2.6-2: Small Monorail Guideway and Switch Examples



Source: Bombardier Monorail at Newark Airport



Source: Bombardier Monorail at Newark Airport

Small Monorails - Key Considerations

- Small vehicles/cabins with single doors.
- Longer, narrower vehicles for same number of passengers.
- Fixed vehicle length.
- Limited flexibility to extend train length by coupling due to front and tail car nose.
- Relatively small guideway but large guideway replacement switches.

Figure 2.6-3: Large Monorail Guideway and Switch Examples



Source: Bombardier Monorail in Las Vegas

Large Monorails - Key Considerations

- Larger cabins with one or two bi-parting door sets.
- Fixed vehicle length.
- Limited flexibility to extend train length by coupling due to front and tail car nose.
- Inefficient vehicle floor use due to bogies – longer vehicle per number of passengers.
- Relatively small guideway but massive guideway replacement switches.
- Ability to support competitive procurement with the number of active suppliers with technically mature and/or ready for deployment technologies.



Source: Bombardier Monorail in Las Vegas

Figure 2.6-4: Cable-Propelled APM Examples



Source: BART, Oakland International Airport



Source: Aerotrén, Mexico City International Airport

Figure 2.6-5: Self-Propelled APM Examples



Source: Bombardier Innovia 100, George Bush (Houston) Intercontinental Airport



Source: Bombardier Innovia 200, Phoenix Sky Harbor International Airport

Figure 2.6-6: Large Steel Wheel-Rail APM Examples



Source: Bombardier Innovia ART 300 APM System at JFK

Self Propelled Large Steel Wheel Rail APM - Key Considerations:

- Vehicles typically longer than rubber-tired vehicles, 55 feet compared to 40 feet.
- Flexible train length: one to six cars.
- Shuttle, loop, and pinched loop operating modes.
- Higher operating speeds, typically 50 to 60 mph.
- Generally applied to urban/metro systems that are longer and have more stations.
- Steel wheel-rail noise, particularly in curves.

2.7 TECHNOLOGY EVALUATION

Technologies were evaluated against a set of defined criteria to provide a preliminary assessment of viable systems that are suitable for further evaluation and consideration.

- Ability to fit within the site-specific constraints.
- Ability to fit the scope and scale of the project.
- Ability to meet anticipated ridership demand, in terms of peak hour demand or line capacity.
- Flexibility of operations in terms of different train lengths
    - Train lengths would be longer during peak periods and shorter during off-peak periods to maintain the same frequency and service levels.
- Ability to expand the fleet size with minimal or no disruption to ongoing normal passenger service during peak operational hours.
- Ability to extend the system with minimal or no disruption to ongoing passenger service.
- Viability/availability of technology suppliers as measured by 1) longevity of business providing new systems and continued operations and maintenance; 2) at least one technology application proven in passenger service; and 3) applications of comparable size/scale to the Inglewood Transit Connector proposed project.

Table 2.7-1 Summary of How Each Technology is Evaluated According to the Criteria

CRITERIA	PRT	SMALL MONORAIL	LARGE MONORAIL	CABLE-PROPELLED	RUBBER-TIRED APM	LARGE STEEL-WHEEL RAIL APM
Ability to fit within site specific constraints/ geometry	Yes	Yes	Yes	Yes	Yes	Maybe
Fits the project scope and scale	No	No	Maybe/Yes	No	Yes	Maybe
Ability to meet peak hour ridership (line capacity)	No	No	Maybe/Yes	No	Yes	Yes
Flexible train length operations	No	No	No	No	Yes	Yes
Expand fleet size with minimal to no disruption	Yes	Yes	Yes	No	Yes	Yes
Extend system with minimal to no disruption	Yes	Yes	Yes	No	Yes	Yes
Viability/availability of suppliers	Yes	Yes/Limited	Yes	Yes	Yes	Yes
Maintain consideration for the Inglewood Transit Connector Project	No	No	Yes	No	Yes	Maybe

Source: Trifiletti Consulting, 2018

The analysis concluded that PRT, small monorails, and cable-propelled APMs are not appropriate for the Inglewood Transit Connector project. To determine the viability of steel wheel-rail APMs, further analysis is required. Although steel wheel-rail APMs could provide the passenger capacity necessary to meet the demand generated by the activity centers and have been successfully applied to larger systems in the US such as the JFK Air Train, which is more than ten miles long with eight stations, the technology cannot accommodate the tight right-of-way, and curves, including a minimum turning radius of 120 feet, which is anticipated for the proposed project alternatives. Therefore, it is highly unlikely that steel wheel-rail APMs will be suitable for the Inglewood Transit Connector Project.

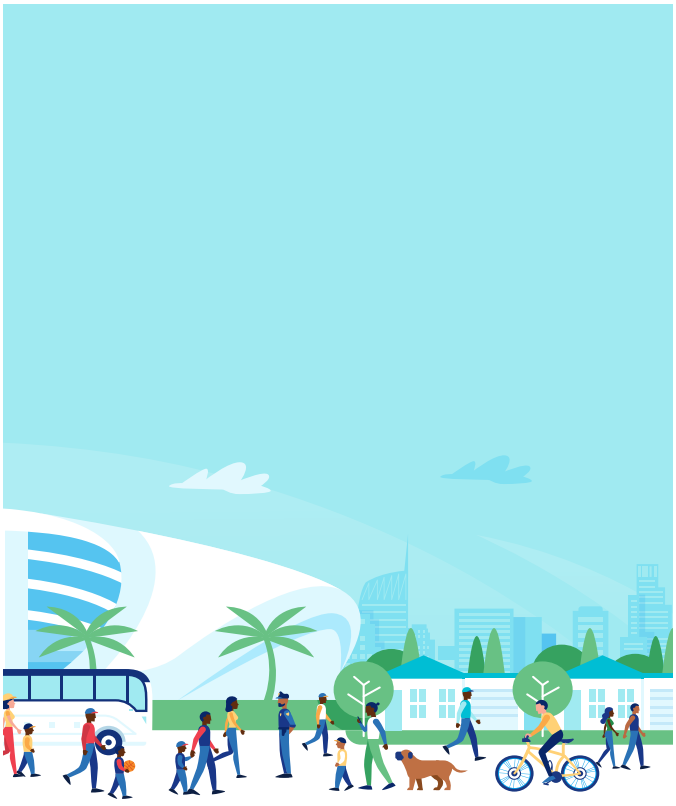
Large monorail systems can provide the necessary passenger capacity for both event and non-event days to newly constructed, under construction, and proposed activity centers. However, train lengths are not readily adjustable, and technology suppliers may not have the ability to fit their technology within the project's constraints, such as the line capacity/demand requirement, the tight right-of-way, and curves anticipated for the proposed alternatives. These are not technical flaws, but they may have an impact on the commercial competitiveness, as a total cost of ownership, of the monorail technology. This is not definitively known and further evaluation, including technology maturity and readiness for deployment is recommended as part of the further project definition process for the locally preferred alternative.

2.8 STATIONS

APM stations accommodate passengers boarding/de-boarding to and from the APM vehicles. Station platforms also provide the required space for passengers to circulate between the station platform and the adjacent facilities. Stations are required to be fully accessible to passengers with disabilities.

Each of the alternatives are described in Sections 2.2 through 2.5. Section 2.6 provides details of the technology assessment of APM technologies with key findings on the candidate technologies applicable to the project; the specific technology is expected to be selected through a competitive procurement process that is not alternative dependent.

Since all the alternatives consist of elevated APM systems, typical station configurations and requirements will be similar and are not differentiators between the different alternatives. Any adjustments to station locations and configurations at this stage would apply equally to each of the alternatives. Station location and configurations will be refined and adjusted for the selected preferred alternative as the project is further developed, in coordination with the activity generator facility designs, site specific passenger access/egress concepts, and to address utility and right-of-way constraints for the preferred alternative.



At this time, the anticipated locations of stations have been established for each of the alternatives and illustrated in Figures 2.2-1, 2.3-1, 2.4-1, 2.5-1. The station locations were primarily designed to serve the key event and activity generators in the City.

Because ridership projections for the alternatives are comparable, as described in Section 3, the station occupant load at the key stations can be expected to be similar. The worst case loading for any station is governed by life safety constraints to address a scenario where two fully loaded trains are brought to the same station under an emergency or failure mode. NFPA-130 establishes life safety requirements for fixed guideway transit systems. It requires that all passengers must be evacuated to a point of safety within a set amount of time. For normal operational conditions, the station must be designed in a manner to ensure that all de-boarding passengers are able to get off the station platform before the arrival of the next train. Specific station designs will be site-specific and will be defined as the project development progresses for the preferred alternative.

Typical station descriptions provided below are based on accommodating a large class of automated guideway transit vehicles; the transit technology most likely to be applied to the project. Due to the variation that may occur between technologies within this class, the station configuration can be expected to be adjusted as part of the design development phase once the transit system technology has been selected.

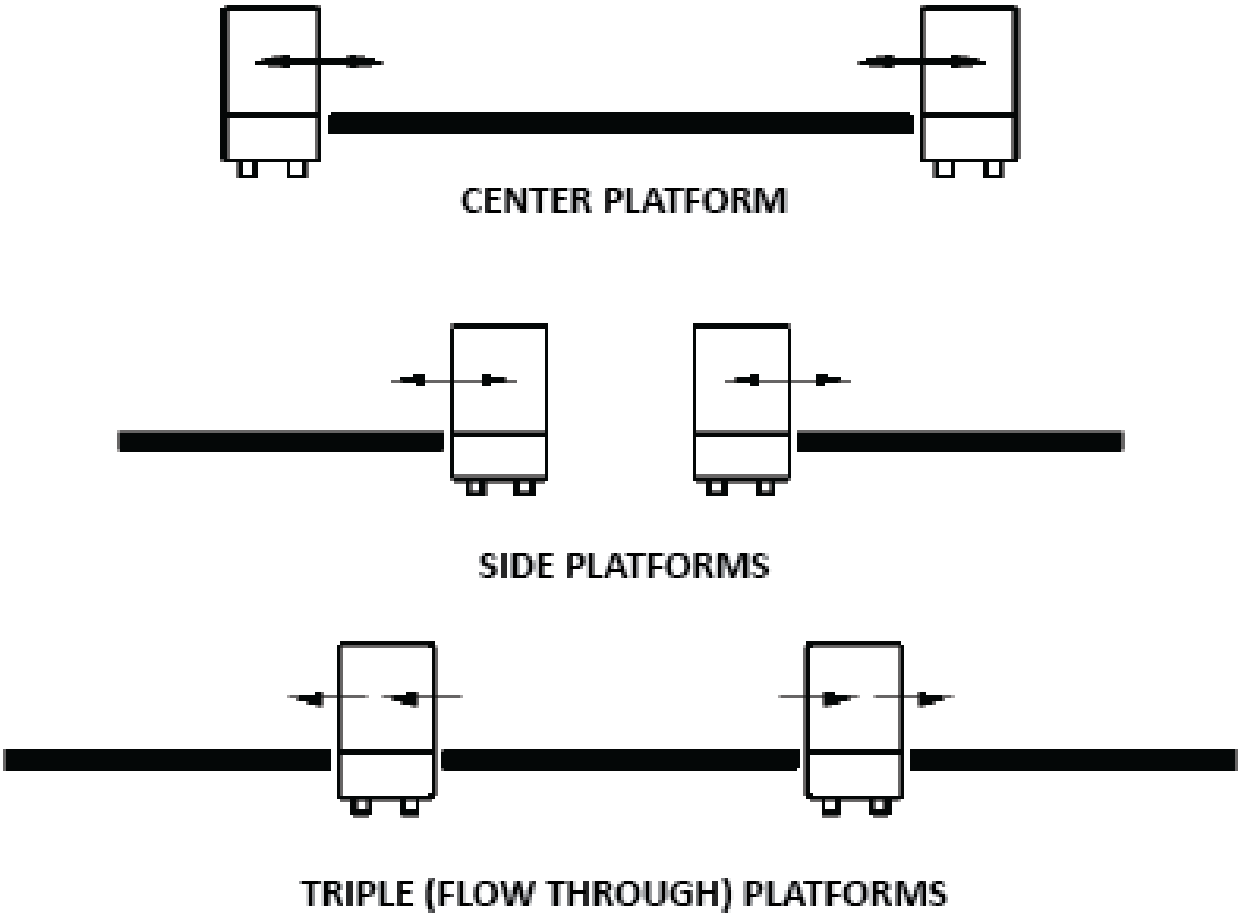
2.8.1 Platform Configurations

Many different platform configurations are possible. Some configurations are more appropriate than others dependent upon the location within the system and the type of facility or area served by the station, security and passenger flow considerations, level of service, cost, and other factors. As described below, and illustrated in Figure 2.8-1 platform configurations may be:

1. Center Platforms - are located between relatively widely spaced guideways and serve as both boarding and de-boarding platforms for passengers traveling in either direction on the System.
2. Side Platforms - are located outside guideways. Each side platform generally serves as a boarding and de-boarding platform for passengers traveling in one direction only on a pinched-loop system, and in either direction on shuttle systems.
3. Triple (flow through) Platforms - combine a center platform with side platforms. Side platforms usually serve de-boarding passengers and the center platform serves as a boarding platform. Triple platforms are sometimes referred to as flow through platforms because the flow of boarding and de-boarding passengers is through APM vehicles.

Center platforms can be more compact in size and less expensive than comparable side or triple platforms because center platforms generally require less infrastructure. Additionally, they provide a consistent and easier wayfinding scheme for passengers, where the decision on direction of travel is made once the passenger is on the platform. The specific platform configuration is expected to be defined in coordination with the activity generators and site specific requirements related to ability to fit the station. Since all alternatives serve the same activity centers within the City's business district, it is reasonable to expect that the station configurations will remain consistent across each of the different alternatives. For the purpose of this, center platform configuration is assumed since it is the most compact in size and thus expected to have the least physical impact compared to the other platform configurations.

Figure 2.8-1: Typical Platform Configurations



Source: Trifiletti Consulting, 2018

Vertical circulation can be provided at one end (single end-loaded) or both ends (double end-loaded) of station platforms, or within the length of the platform (center loaded) for any of these platform configurations:

- Single end-loaded platforms only provide this circulation from one end of the station platform.
- Double end-loaded platforms permit passengers to move from the platform to adjacent facilities, and vice versa, from both ends of the station platform.
- Center loaded platforms require additional platform width since the vertical circulation cores disrupts the circulation within the platform.

For the purpose of this study, platforms are assumed to be either single or double end-loaded to provide the most compact, in size, station platform to minimize the physical impact of the stations.

A mezzanine level is anticipated under the station platform. This mezzanine will provide connectivity to the adjacent facilities through pedestrian walkways.

2.8.2 Station Equipment /Amenities

All stations will be equipped with Public Address systems, static and dynamic signage to provide information to passengers, CCTV to enable central control operators to surveil the operations of each station and make announcements, adjustments and/or take other action as appropriate, as well as emergency telephones and blue light stations in case of emergencies. Since the station platforms are transitory spaces, amenities such as seating and concessions will not be provided at the platform level, but may be provided at the mezzanine level.

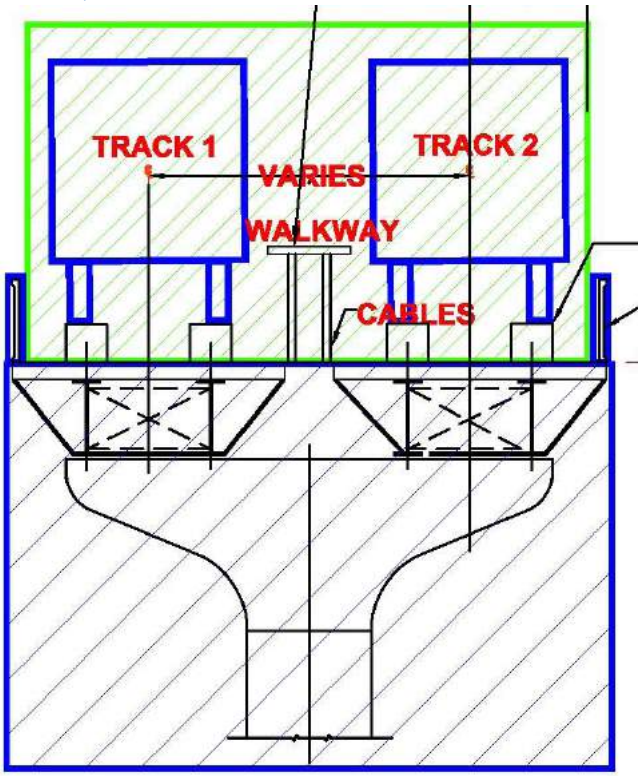
2.8.3 Platform Dimensions

Station platforms are anticipated to be approximately two hundred feet long, excluding vertical circulation, to accommodate the anticipated longest train, and thirty feet wide to accommodate passenger queuing and circulation. A minimum ceiling height of twelve feet would be provided in APM stations to accommodate CCTV cameras and dynamic graphics above the automated platform doors.

2.8.4 Vertical Circulation

Vertical circulation consists of fixed stairs, escalators and elevators. Sufficient vertical circulation elements will be provided to assure that under normal circumstances all de-boarding passengers can clear the platform before the next train arrives. Additionally, all code prescribed emergency egress requirements must be satisfied.

Figure 2.8-2 – Example of Emergency Walkway Along Trainway Between Stations



2.9 MAINTENANCE AND STORAGE FACILITY REQUIREMENTS

All of the alternatives are aerial APM Systems. The selected technology will be applicable equally to each of the alternatives and is not a differentiator between them. Each of the alternatives will require a Maintenance and Storage Facility (M&SF) to perform regular and preventive maintenance of the transit operating system, for storage of the vehicle fleet, as well as for the operations control center where automated train operations are monitored and controlled. The specific design of the M&SF will be driven by the selected M&SF site, which will depend on the alternative selected.

Road access to the M&SF is required for employees, visitors, suppliers, and emergency vehicles. Accommodations must be made for a delivery entrance to load and unload equipment, materials and parts from tractor-trailer trucks. Roadway access is also required near the M&SF to allow APM vehicles to be delivered. In addition, stopping positions for firefighting equipment must be provided adjacent to the Maintenance Facility.

Appropriate space should be provided to allow adequate maneuvering by these ground vehicles. Anticipated M&SF requirements are noted below to define the project requirements. Depending on the available site, the M&SF may be split to fit onto the available site(s); however, a consolidated M&SF is more efficient and preferable.

The M&SF is expected to be an elevated structure that will accommodate the following functions: 1) support of system operations, 2) vehicle storage, and 3) APM system maintenance. Additionally, the transit system operations and maintenance administrative facilities would be co-located within the M&SF.

The following functional areas are required at the M&SF:

- Service and inspection shops.
- Major repair area.
- Vehicle storage areas.
- Inspection and service bays, including under vehicle bays.
- Equipment and materials storage areas.
- Offices, lunch/break areas, restrooms, locker areas, personnel wash facilities.
- Loading platforms, paint booth, and other areas based on design information to be provided by the selected System Supplier.

Design of the facility would also include access roadways, landscaping, exterior lighting, parking, signage, and means of controlling access into and out of the M&SF such as secure fencing. The M&SF design would include the guideway and an access platform at the vehicle floor level with stairs to grade to allow Operations and Maintenance (O&M) personnel access into APM vehicles and other facilities infrastructure, such as lighting required to accommodate the train receiving and departure tracks and its operation.

2.9.1 Operations

Automated system operations will be monitored and controlled from a Central Control Facility within the M&SF. Central Control Operators monitor the system operations aided by CCTV coverage, and alarms that will identify and notify any issues within the system. Depending on the type of issue and/or alarm, the Central Control Operators remotely implement corrective actions to return the system to normal operations as quickly as possible. Additionally, Central Control Operators are the key interface with emergency response. All responses and actions are procedurally defined in the System Operations Plan, the System Safety Program Plan and other documents that are jointly developed by the System Supplier and the Owner's Safety and Security Committee during project implementation.

All equipment for communications, train control, power distribution, SCADA, CCTV, whether along the system train-way, at stations or other locations is connected to equipment at the Central Control Facility.

2.9.2 Maintenance

Maintenance performed on system equipment includes:

- Service: the periodic replacement of consumables and expendables and adjustment of parts to their nominal position, required tolerance, setting, and output.
- Cleaning: interior and exterior cleaning of accumulated trash, dirt, and grime, including graffiti.
- Inspection: periodic inspection of parts, appurtenances and subsystems subject to deterioration and failure.
- Repair: the repair or replacement of a part that has been damaged, has failed, or is nearing the end of its service life.
- Maintenance Information Management and Scheduling: the processing of maintenance information, work reports, failure reports, and system performance data needed to manage the system maintenance program effectively and efficiently.

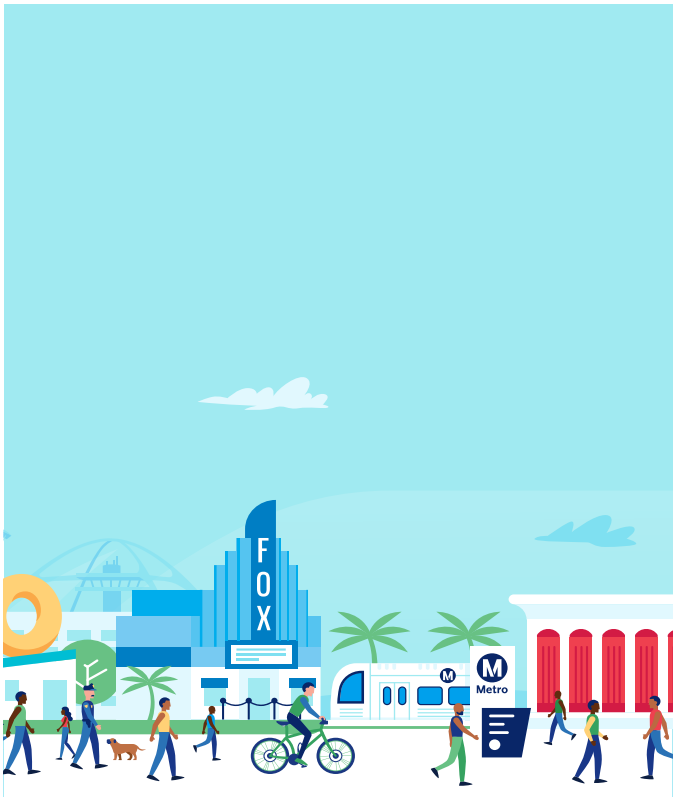
Maintenance facilities include an automatic car wash for vehicle exterior cleaning, maintenance pits with under vehicle access, electronics and mechanical and lubrication workshops, tool and equipment storage, spare parts and consumables storage, shipping/receiving areas, freight elevator, hoists, administrative offices, employee locker rooms/facilities, and sufficient parking.

2.9.3 Spatial Requirements

Approximately four to six acres is estimated to accommodate the M&SF functions as described. Access and egress tracks to and from the M&SF to the mainline would be developed for the preferred alternative. Based on available sites, the M&SF may be functionally split; however, consolidating functions into a fully functional M&SF provides the most efficient and cost-effective solution.

The following overhead clearances are required for the M&SF:

- A minimum vertical clearance of ten feet is required in the shop and shipping/receiving areas.
- A minimum vertical clearance of eight feet is required in office areas.
- A minimum vertical clearance of twenty feet is required in the vehicle heavy maintenance area and designated highbay areas.
- A minimum vertical clearance of fourteen feet is required in the propulsion power substation.



3. PRELIMINARY RIDERSHIP PROJECTIONS



3.1 RIDERSHIP METHODOLOGY

For the purposes of selecting a Locally Preferred Alternative Project, preliminary transit ridership was developed to provide a basis of comparison between alternative concepts for the Inglewood Transit Connector. Further ridership analysis will be completed and refined as part of the future environmental analysis and project definition work.

While the City utilized the early ridership analysis performed by Metro, it updated the ridership analysis with more current available information. The analysis also recognized that the Inglewood Transit Connector Project would be different from a traditional urban/metro regional transit system:

- Compared to a traditional urban/metro transit system which provides regional connectivity, the Inglewood Transit Connector would provide the last-mile connectivity, with relatively small route lengths of approximately one to three miles, between the Metro system to key facilities and trip generators within the City of Inglewood.
- Key trip generators are the various venues within the Inglewood Sports and Entertainment District including the NFL Stadium, The Forum, and the Los Angeles Stadium and Entertainment District at Hollywood Park. The travel demands and ridership are largely driven by scheduled events with peak demands expected to be multiple times higher than those for normal work days and weekends.

To better understand potential future ridership, the City sought to establish the anticipated demands over the course of a year to account for fluctuation over months, weeks and days of the week, and to provide a foundation for developing the anticipated operational scenarios and the appropriate technology, and to provide data in support of the estimation of rough order of magnitude costs.

The typical regional planning models used for estimating ridership on a typical urban/metro transit system were supplemented with additional analysis and models. This study adopted the horizon year of 2040 to maintain consistency with the Southern California Association of Government's (SCAG) Regional Transportation Plan 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy RTP/SCS. SCAG'S RTP utilizes the horizon year of 2040 and provides policy direction for specific improvements, sets forth a transportation plan and sustainable communities strategy for 2040 conditions. This study and related plans need to be consistent with the regional transportation plan and forecasting. Given preliminary available information and data, this Report provides a concept planning level estimate of the anticipated users of the Inglewood Transit Connector system for:

1. Non-event normal day anticipated users based on a calibrated and validated regional travel demand model for the typical work weekday and weekend days. The estimates address the hourly distribution over the day, per direction, with origin and destination to estimate non-event normal day peak ridership.
2. Event day anticipated users, which was informed by preliminary data regarding anticipated events, distribution of the events over the year, days of week, time of day, as well as anticipated attendees, anticipated transportation modes and arrival and departure profiles to and from the events.
    - Event based information was tabulated based on event venue, size and type of event, day and time, and anticipated transportation mode.
    - For event based anticipated transit system users, the City developed estimates of peak hour demand and direction, the duration and time of the peak hour, and the anticipated duration of the event-based demand. This should be established for each event.

A preliminary total anticipated user demand was identified by overlapping the non-event normal day ridership with preliminary event-based ridership estimates. The overall ridership estimation is based on initial assumptions that will be refined and researched as the Inglewood Transit Connector Project moves into the project definition and environmental clearance phase, and as other proposed projects are more fully defined.

The preliminary ITC transit ridership analysis included the following scenarios:

1. Weekday non-event conditions.
2. Weekend non-event conditions.
3. Weekday/weekend event conditions individually at the The Forum, NFL Stadium, the 6,000-seat Performance Arena, and the proposed Inglewood Basketball and Entertainment Center.
4. Estimation of overall yearly non-event and event conditions ridership using information on low and high estimates during events and the number of such events over an entire year. Additionally, average event conditions along with non-event conditions ridership estimates for each of the alignment alternatives under consideration were also developed.

The weekday non-event conditions were simulated using the latest SCAG 2016 RTP/SCS Model, the SCAG 2012 Regional Model including updates to SED databases and transit networks to reflect the various Inglewood Transit Connector alternatives, as well as operational scenarios and associated transit base-network changes. The weekend day non-event conditions were estimated by normalizing weekday ridership estimates using specific weekday and weekend day transit utilization in the study area, provided by Metro.

The event-day conditions were simulated using a spreadsheet-based model based on Metro's mode-split model and actual data related to the event attendees' zip-code information. The NFL game attendees included information on ticket sales data while all other attendees at events at all venues included information on distribution of population by zip-code derived from the SCAG 2012 Regional Model.

3.2 TRANSIT RIDERSHIP RESULTS

Model simulations were performed, and transit ridership estimate results were compiled for each of the alignment alternatives.

3.2.1 Non-Event Normal Conditions

Table 3.2-1 presents the ridership estimates for each alternative on a non-event normal commuter weekday. alternatives A and D have the highest non-event, normal commuter weekday ridership with roughly about 2,000 more riders than Alternatives B and C.

Travel demand models are not available for weekend days. However, transit service characteristics and demand data are available for all days of the week. Transit ridership and service characteristics in 2017 available on weekdays, Saturdays and Sundays were utilized to compute the related utilization of the transit system. Table 3.2-2 and Table 3.2-3 present weekend non-event day estimates for Saturday and Sunday per each alternative.

3.2.2 Event Day Conditions Forecast

Tables 3.2-4, 3.2-5, 3.2-6, and 3.2-7 provide a summary of event ridership profiles for each of the four proposed alternatives. These tables include ridership profiles for both low and high estimates, broken down by types of events at each of the venues.

Based on preliminary ridership analysis, the following key observations can be made:

1. The peak ridership estimate is projected for an LA Rams NFL game high-estimate departure period for all Inglewood Transit Connector alignment alternatives. The variation in peak ridership estimates during that peak timeframe between these alignment alternatives is less than +/- 5%.
2. The ridership projections for the Market-Manchester and Century Boulevard alignments indicate that the maximum ridership estimate occurs on an NFL game event day and is equivalent to 8,985 riders occurring in the one-hour period after the game.

Detailed ridership estimates for each of the Inglewood Transit Connector alignment alternatives by venue and type of event including profiles of arrivals and departures are provided in Appendix B.

Table 3.2-1: Year 2040 Line Level Ridership (Non-Event, Normal Commuter Weekday) Estimates

	RIDERSHIP (ON LINE)		
	PEAK TOTAL	OFF-PEAK TOTAL	TOTAL
Alternative A: Market-Manchester Alignment	3,717	1,252	4,969
Alternative B: Fairview Heights Alignment	2,118	938	3,057
Alternative C: Arbor Vitae Alignment	2,340	1,056	3,396
Alternative D: Century Blvd Alignment	4,194	1,789	5,982

Table 3.2-2: Year 2040 Line Level Ridership (Normal Commuter Weekend – Saturday)

	2040 RIDERSHIP TOTAL	AM 6am – 9am	BASE 9am – 3pm	PM 3pm – 7pm	NT 7pm – end
Alternative A: Market-Manchester Alignment	3,228	412	1,397	918	501
Alternative B: Fairview Heights Alignment	1,986	253	859	565	308
Alternative C: Arbor Vitae Alignment	2,206	281	955	627	343
Alternative D: Century Blvd Alignment	3,886	495	1,682	1,105	604

Table 3.2-3: Year 2040 Line Level Ridership (Normal Commuter Weekend – Sunday)

	2040 RIDERSHIP TOTAL	AM 6am – 9am	BASE 9am – 3pm	PM 3pm – 7pm	NT 7pm – end
Alternative A: Market-Manchester Alignment	2,773	348	1,183	777	424
Alternative B: Fairview Heights Alignment	1,681	214	728	478	261
Alternative C: Arbor Vitae Alignment	1,868	238	808	531	290
Alternative D: Century Blvd Alignment	3,290	420	1,424	936	511

Source: Raju Associates, 2018

This study is consistent with the SCAG Regional Transportation Plan, and automated people mover system will be designed to accommodate future ridership consistent with the regional transportation plan forecasting.

Table 3.2-4: Market-Manchester Alignment
Event Ridership Profile Summary

VENUE	EVENT	NO. OF EVENTS	SERVICE HOURS	RIDERSHIP ESTIMATE PROFILES							
				LOW ESTIMATE				HIGH ESTIMATE			
				ARRIVAL[1]		DEPARTURE[2]		ARRIVAL[1]		DEPARTURE[2]	
LASED	NFL Game	20	8	> 2 hours 1-2 hours < 1 hour	731 1,453 3,276	During Game 1-2 hours < 1 hour	546 4,368 546	> 2 hours 1-2 hours < 1 hour	1,504 2,989 6,739	During Game 1-2 hours < 1 hour	1,123 8,985 1,123
	Medium Event	8	6	1-2 hours < 1 hour	1,382 1,843	< 1 hour 1-2 hours	2,534 691	1-2 hours < 1 hour	3,554 4,738	< 1 hour 1-2 hours	6,515 1,776
	Small Event	20	6	1-2 hours < 1 hour	353 461	< 1 hour 1-2 hours	637 177	1-2 hours < 1 hour	1,513 1,974	< 1 hour 1-2 hours	2,731 757
THE FORUM	Large Event	37	6	1-2 hours < 1 hour	415 553	< 1 hour 1-2 hours	760 207	1-2 hours < 1 hour	1,036 1,382	< 1 hour 1-2 hours	1,901 519
	Medium Event	29	6	1-2 hours < 1 hour	277 369	< 1 hour 1-2 hours	506 138	1-2 hours < 1 hour	711 948	< 1 hour 1-2 hours	1,303 355
	Small Event	16	6	1-2 hours < 1 hour	138 184	< 1 hour 1-2 hours	254 69	1-2 hours < 1 hour	474 632	< 1 hour 1-2 hours	868 237
PROPOSED INGLEWOOD BASKETBALL AND ENTER-TAINMENT CENTER*	Clippers Game	44	7	1-2 hours < 1 hour	519 691	< 1 hour 1-2 hours	950 259	1-2 hours < 1 hour	1,096 1,461	< 1 hour 1-2 hours	2,009 548
	Large Event	31	6	1-2 hours < 1 hour	415 553	< 1 hour 1-2 hours	760 207	1-2 hours < 1 hour	1,096 1,461	< 1 hour 1-2 hours	2,009 548
	Medium Event	13	6	1-2 hours < 1 hour	277 369	< 1 hour 1-2 hours	506 138	1-2 hours < 1 hour	711 948	< 1 hour 1-2 hours	1,303 355
	Small Event	17	6	1-2 hours < 1 hour	138 184	< 1 hour 1-2 hours	254 69	1-2 hours < 1 hour	474 632	< 1 hour 1-2 hours	868 237
PERFORMANCE ARENA	Event	75	6	1-2 hours < 1 hour	138 184	< 1 hour 1-2 hours	254 69	1-2 hours < 1 hour	355 474	< 1 hour 1-2 hours	652 178

[1] Arrivals occuring prior to the event, travel southbound
[2] Departures occuring post-event, travel northbound

* Note: Preliminary assumptions regarding events were estimated for proposed Inglewood Basketball & Entertainment Center but will be further developed during its environmental clearance process.

Source: Raju Associates, 2018

Table 3.2-5: Fairview Heights Alignment
Event Ridership Profile Summary

VENUE	EVENT	NO. OF EVENTS	SERVICE HOURS	RIDERSHIP ESTIMATE PROFILES							
				LOW ESTIMATE				HIGH ESTIMATE			
				ARRIVAL[1]		DEPARTURE[2]		ARRIVAL[1]		DEPARTURE[2]	
LASED	NFL Game	20	8	> 2 hours 1-2 hours < 1 hour	731 1,453 3,276	During Game 1-2 hours < 1 hour	546 4,200 714	> 2 hours 1-2 hours < 1 hour	1,504 2,989 6,739	During Game 1-2 hours < 1 hour	1,123 8,640 1,469
	Medium Event	8	6	1-2 hours < 1 hour	1,341 1,789	< 1 hour 1-2 hours	2,460 671	1-2 hours < 1 hour	3,449 4,599	< 1 hour 1-2 hours	6,325 1,725
	Small Event	20	6	1-2 hours < 1 hour	343 447	< 1 hour 1-2 hours	618 171	1-2 hours < 1 hour	1,470 1,916	< 1 hour 1-2 hours	2,651 1,725
THE FORUM	Large Event	37	6	1-2 hours < 1 hour	403 537	< 1 hour 1-2 hours	737 201	1-2 hours < 1 hour	1,006 1,342	< 1 hour 1-2 hours	1,845 503
	Medium Event	29	6	1-2 hours < 1 hour	268 358	< 1 hour 1-2 hours	492 134	1-2 hours < 1 hour	690 920	< 1 hour 1-2 hours	1,265 345
	Small Event	16	6	1-2 hours < 1 hour	134 179	< 1 hour 1-2 hours	245 67	1-2 hours < 1 hour	460 613	< 1 hour 1-2 hours	844 230
PROPOSED INGLEWOOD BASKETBALL AND ENTER-TAINMENT CENTER*	Clippers Game	44	7	1-2 hours < 1 hour	503 671	< 1 hour 1-2 hours	922 252	1-2 hours < 1 hour	1,063 1,418	< 1 hour 1-2 hours	1,950 532
	Large Event	31	6	1-2 hours < 1 hour	403 537	< 1 hour 1-2 hours	737 201	1-2 hours < 1 hour	1,063 1,418	< 1 hour 1-2 hours	1,950 532
	Medium Event	13	6	1-2 hours < 1 hour	268 358	< 1 hour 1-2 hours	492 134	1-2 hours < 1 hour	690 920	< 1 hour 1-2 hours	1,265 345
	Small Event	17	6	1-2 hours < 1 hour	134 179	< 1 hour 1-2 hours	245 67	1-2 hours < 1 hour	460 613	< 1 hour 1-2 hours	844 230
PERFORMANCE ARENA	Event	75	6	1-2 hours < 1 hour	134 179	< 1 hour 1-2 hours	245 67	1-2 hours < 1 hour	345 460	< 1 hour 1-2 hours	632 172

[1] Arrivals occuring prior to the event, travel southbound
[2] Departures occuring post-event, travel northbound

* Note: Preliminary assumptions regarding events were estimated for proposed Inglewood Basketball & Entertainment Center but will be further developed during its environmental clearance process.

Source: Raju Associates, 2018

Table 3.2-6: Arbor Vitae Alignment
Event Ridership Profile Summary

VENUE	EVENT	NO. OF EVENTS	SERVICE HOURS	RIDERSHIP ESTIMATE PROFILES							
				LOW ESTIMATE				HIGH ESTIMATE			
				ARRIVAL[1]		DEPARTURE[2]		ARRIVAL[1]		DEPARTURE[2]	
LASED	NFL Game	20	8	> 2 hours 1-2 hours < 1 hour	694 1,381 3,112	During Game 1-2 hours < 1 hour	519 4,419 519	> 2 hours 1-2 hours < 1 hour	1,428 2,840 6,402	During Game 1-2 hours < 1 hour	1,067 8,537 1,067
	Medium Event	8	6	1-2 hours < 1 hour	1,306 1,741	< 1 hour 1-2 hours	2,395 653	1-2 hours < 1 hour	3,358 4,477	< 1 hour 1-2 hours	6,157 1,679
	Small Event	20	6	1-2 hours < 1 hour	334 435	< 1 hour 1-2 hours	602 167	1-2 hours < 1 hour	1,431 1,865	< 1 hour 1-2 hours	2,580 715
THE FORUM	Large Event	37	6	1-2 hours < 1 hour	392 522	< 1 hour 1-2 hours	718 196	1-2 hours < 1 hour	980 1,306	< 1 hour 1-2 hours	1,795 489
	Medium Event	29	6	1-2 hours < 1 hour	261 348	< 1 hour 1-2 hours	479 131	1-2 hours < 1 hour	672 895	< 1 hour 1-2 hours	1,231 335
	Small Event	16	6	1-2 hours < 1 hour	131 174	< 1 hour 1-2 hours	239 65	1-2 hours < 1 hour	448 597	< 1 hour 1-2 hours	821 224
PROPOSED INGLEWOOD BASKETBALL AND ENTER-TAINMENT CENTER*	Clippers Game	44	7	1-2 hours < 1 hour	489 653	< 1 hour 1-2 hours	898 245	1-2 hours < 1 hour	1,035 1,380	< 1 hour 1-2 hours	1,899 518
	Large Event	31	6	1-2 hours < 1 hour	392 522	< 1 hour 1-2 hours	718 196	1-2 hours < 1 hour	1,035 1,380	< 1 hour 1-2 hours	1,899 518
	Medium Event	13	6	1-2 hours < 1 hour	261 348	< 1 hour 1-2 hours	479 131	1-2 hours < 1 hour	672 895	< 1 hour 1-2 hours	1,231 335
	Small Event	17	6	1-2 hours < 1 hour	131 174	< 1 hour 1-2 hours	239 65	1-2 hours < 1 hour	448 597	< 1 hour 1-2 hours	821 224
PERFORMANCE ARENA	Event	75	6	1-2 hours < 1 hour	131 174	< 1 hour 1-2 hours	239 65	1-2 hours < 1 hour	335 448	< 1 hour 1-2 hours	616 168

[1] Arrivals occuring prior to the event, travel eastbound
[2] Departures occuring post-event, travel westbound

* Note: Preliminary assumptions regarding events were estimated for proposed Inglewood Basketball & Entertainment Center but will be further developed during its environmental clearance process.

Source: Raju Associates, 2018

Table 3.2-7: Century Boulevard Alignment
Event Ridership Profile Summary

VENUE	EVENT	NO. OF EVENTS	SERVICE HOURS	RIDERSHIP ESTIMATE PROFILES							
				LOW ESTIMATE				HIGH ESTIMATE			
				ARRIVAL[1]		DEPARTURE[2]		ARRIVAL[1]		DEPARTURE[2]	
LASED	NFL Game	20	8	> 2 hours 1-2 hours < 1 hour	783 1,557 3,510	During Game 1-2 hours < 1 hour	585 4,680 585	> 2 hours 1-2 hours < 1 hour	1,504 2,989 6,739	During Game 1-2 hours < 1 hour	1,123 8,985 1,123
	Medium Event	8	6	1-2 hours < 1 hour	1,088 2,142	< 1 hour 1-2 hours	2,718 412	1-2 hours < 1 hour	2,610 5,141	< 1 hour 1-2 hours	6,525 989
	Small Event	20	6	1-2 hours < 1 hour	280 536	< 1 hour 1-2 hours	684 107	1-2 hours < 1 hour	1,121 2,142	< 1 hour 1-2 hours	2,735 429
THE FORUM	Large Event	37	6	1-2 hours < 1 hour	326 643	< 1 hour 1-2 hours	816 124	1-2 hours < 1 hour	761 1,499	< 1 hour 1-2 hours	1,904 289
	Medium Event	29	6	1-2 hours < 1 hour	218 428	< 1 hour 1-2 hours	543 82	1-2 hours < 1 hour	522 1,028	< 1 hour 1-2 hours	1,305 198
	Small Event	16	6	1-2 hours < 1 hour	108 214	< 1 hour 1-2 hours	272 41	1-2 hours < 1 hour	348 685	< 1 hour 1-2 hours	870 131
PROPOSED INGLEWOOD BASKETBALL AND ENTER-TAINMENT CENTER*	Clippers Game	44	7	1-2 hours < 1 hour	408 803	< 1 hour 1-2 hours	1,020 155	1-2 hours < 1 hour	805 1,585	< 1 hour 1-2 hours	2,012 305
	Large Event	31	6	1-2 hours < 1 hour	326 643	< 1 hour 1-2 hours	816 124	1-2 hours < 1 hour	805 1,585	< 1 hour 1-2 hours	2,012 305
	Medium Event	13	6	1-2 hours < 1 hour	218 428	< 1 hour 1-2 hours	543 82	1-2 hours < 1 hour	522 1,028	< 1 hour 1-2 hours	1,305 198
	Small Event	17	6	1-2 hours < 1 hour	108 214	< 1 hour 1-2 hours	272 41	1-2 hours < 1 hour	348 685	< 1 hour 1-2 hours	870 131
PERFORMANCE ARENA	Event	75	6	1-2 hours < 1 hour	108 214	< 1 hour 1-2 hours	272 41	1-2 hours < 1 hour	261 514	< 1 hour 1-2 hours	653 99

[1] Arrivals occuring prior to the event, travel eastbound
[2] Departures occuring post-event, travel westbound

* Note: Preliminary assumptions regarding events were estimated for proposed Inglewood Basketball & Entertainment Center but will be further developed during its environmental clearance process.

Source: Raju Associates, 2018

3.2.3 Average Annual Ridership Estimates

The average annual ridership estimates were developed for each of the four Inglewood Transit Connector alignment alternatives as follows:

1. Average weekday and weekend day, Saturday and Sunday, non-event-based ridership estimates were expanded by the number of days of their respective occurrences.
2. Average event-day ridership estimates for each of the types of events at each of the venues were expanded by the number of instances that they occur in a given year.
3. Combination of the above two ridership estimates.

Table 3.7-8 through Table 3.7-10 summarizes the average annual ridership for each of the four alternatives.

Table 3.2-8: Event Day Annual Ridership by Alignment

	EVENT ANNUAL RIDERSHIP				
	LASED	THE FORUM	IBEC	PERFORMANCE ARENA	TOTAL
Alternative A: Market-Manchester Alignment	409,230	184,538	353,992	78,148	1,025,908
Alternative B: Fairview Heights Alignment	404,652	179,132	280,276	75,860	939,920
Alternative C: Arbor Vitae Alignment	387,974	174,368	350,184	73,842	986,368
Alternative D: Century Blvd Alignment	420,248	189,684	374,150	80,328	1,064,410

Source: Raju Associates, 2018

Table 3.2-9: Overall Total Annual Ridership by Alignment

ALIGNMENT	ANNUAL RIDERSHIP
Alternative A: Market-Manchester Alignment	2,578,120
Alternative B: Fairview Heights Alignment	1,894,826
Alternative C: Arbor Vitae Alignment	2,047,055
Alternative D: Century Blvd Alignment	2,933,147

Source: Raju Associates, 2018

Table 3.2-10: Annual Non-Event Related Ridership Estimates

	NUMBER OF DAYS	DAILY RIDERSHIP/ANNUAL RIDERSHIP			
		Alternative A: Market-Manchester Alignment	Alternative B: Fairview Heights Alignment	Alternative C: Arbor Vitae Alignment	Alternative D: Century Blvd Alignment
Weekdays (all Weekdays in the year)	250	4,969/ 1,242,250	3,057/ 764,220	3,396/ 848,878	5,982/ 1,495,567
Saturdays (all Saturdays in the year)	52	3,228/ 167,849	1,986/ 103,259	22,206/ 114,698	3,886/ 202,076
Sundays (all Sundays in the year)	52	2,733/ 142,113	1,681/ 87,427	1,868/ 97,112	3,290/ 171,093
Total Annual		1,552,212	954,906	1,060,687	1,868,737

Source: Raju Associates, 2018

Figure 3.2-1: The Miracle on Market Street



Source: Aero Collective Website, 2018

4. COMPARISON ANALYSIS OF ALTERNATIVES



To identify the the City of Inglewood's locally preferred alternative project, the following screening criteria were established:

- Connection between Metro and key City venues
- Passenger convenience
- Cost and feasibility
- Total costs – Capital and Operations & Maintenance
- Ability to fit within the public right of way constraints and ability to resolve conflicts with utilities
- Ridership potential
- Synergistic Economic Development within the City
- Required Major Coordination Efforts

4.1 PASSENGER CONVENIENCE

Passenger convenience is measured by the criteria defined below:

1. Reliable Connection to Inglewood Activity Centers: convenient service with minimum delay, wait, and travel times to LASED, The Forum, and the proposed Inglewood Basketball and Entertainment Center.
2. Regional Connectivity: ease of transferring to and from the Metro Rail system and potential intermodal facilities that would be served by various Metro and municipal bus lines
3. Safety and Security: all the alternatives are elevated APM systems that will operate within a defined right-of-way. All Fixed Guideway Transit Systems, such as the APM, are subject to oversight by the California Public Utilities Commission (CPUC) which will determine whether the system is safe to carry passengers and issue the operating certificate.

Each of the alternatives are described in Section 2.2 through 2.5. Section 2.6 provides details of the technology assessment of APM technologies with key findings on the candidate technologies applicable to the project. The specific technology is expected to be selected through a competitive procurement process, which is not alternative dependent. Multiple characteristics of the alternatives are expected to be comparable to each other across the alternatives, and will not provide any differentiation between them.

For the selection of the Locally Preferred Alternative (LPA), passenger convenience is expected to be similar among all alternatives, and therefore, is a non-differentiating characteristic because:

- All alternatives will provide a time-certain travel experience, i.e. reliable connection to the key traffic generators.
- All alternatives will provide a transfer connection to Metro and each alternative will be designed to include an intermodal facility that would serve various Metro and municipal bus lines.
- Station locations, configurations, access and amenities will be comparable across all alternatives.
- All alternatives will be subject to CPUC requirements.



4.2 COST AND FINANCIAL FEASIBILITY

As the Inglewood Transit Connector Project is refined, cost estimates will be updated and developed. Nonetheless, to assist the comparative analysis of alternative concepts, in project evaluation, the City developed preliminary cost estimates based on a conceptual level project definition for each of the alternatives. System cost estimates considered demand, capacity, and technology needs.

APM systems are comprised of two major elements, the Operating System and Fixed Facilities, which are integrated into a fully functional total system. The Operating System consists of vehicles, running track, guideway equipment, propulsion power, automatic train control and communications subsystems, station and wayside equipment, maintenance equipment and other elements. Fixed Facilities include guideway infrastructure, stations, buildings for the Maintenance and Storage Facilities (M&SF), Command and Control Facilities, propulsion power substations and other facilities upon which Operating System elements are installed by the APM system supplier.

Estimates of probable costs for the APM Operating System and the Fixed Facilities were prepared for each of the Alternatives, based on a concept level definition and are presented herein.

4.3 CAPITAL COSTS

4.3.1 APM Operating System Capital Cost

APM Operating Systems are proprietary designs that are typically procured as complete packages. The major subsystems, such as vehicles, tracks, switches and control systems, station equipment, from different suppliers cannot be mixed to form a system. Operating Systems are typically procured under a turnkey design, supply and installation contract. The Operating System of an APM application is specially configured using supplier developed equipment designs that are applied to satisfy site-specific requirements. As a result, costs within the APM industry vary widely on a project by project basis as APM suppliers implement their unique proprietary technology for a particular system. Costs for different projects by the same supplier may also vary significantly because of differences in fleet size, capacity requirements, and performance requirements. Probable capital costs for the APM Operating System were developed and estimated based on historical cost information and applied to this project considering factors such as guideway length, configuration and number of passenger stations, size of the M&SF, number of propulsion power substations and fleet size.

Globally, there are likely only a handful APM Operating System suppliers with technically mature technologies capable of providing a system that will meet the anticipated performance requirements of this project within the site specific constraints. A competitive procurement environment is essential and inherently assumed in developing the estimate of probable costs.

4.3.2 Fixed Facility Cost Estimates

In contrast with the Operating System, there are a substantially larger number of potential entities capable of designing and building the fixed facilities elements. The estimated probable cost of the fixed facility elements was developed based on a concept level definition of the different fixed facility elements including similar transit projects within the Los Angeles Metropolitan area. Estimated unit costs for the different elements are noted below:

- Aerial guideway, per linear feet of dual lane: $7,000 per linear foot.
- Stations, including pedestrian bridge to sidewalks, and excluding Operating System elements: $20 M per station.
- Maintenance and Storage Facility, excluding Operating System elements: $40 M.
- Utility infrastructure: $2,000 per linear foot of dual lane.

Table 4.3-1: Capital Cost Estimate (Conceptual) - 2018$

	Alternative A: Market-Manchester Alignment	Alternative B: Fairview Heights Alignment	Alternative C: Arbor Vitae Alignment	Alternative D: Century Blvd Alignment
System Length	1.8 route miles	2.2 route miles	3.0 route miles	3.1 route miles
Number of Stations	5	4	5	5
Traction Power Substations	2	2	3	3
Number of Cars ("Generic") Operating Fleet/Total Fleet	28/32	28/32	28/32	28/32
APM OPERATING SYSTEM CAPITAL COST ESTIMATE				
Guideway, Wayside, ATC, Power and Communication Systems and Maintenance Equipment	$62 M	$70 M	$90 M	$93 M
Rolling Stock/Fleet	$75 M	$75 M	$75 M	$75 M
Other Costs not included above including but not limited to other equipment, System Supplier's PM/Engineering/T&C, bonds, insurance, etc. (at 30%)	$42 M	$43.5 M	$49.5 M	$50.4 M
Subtotal Estimate of Operating System Probable cost	$179M	$188.5 M	$214.5 M	$218.4
FIXED FACILITY COST ESTIMATE (CONCEPTUAL) – 2018$				
Stations and Ped bridges structure and Building systems	$100 M	$80 M	$ 100 M	$ 100 M
Aerial Guideway (incl. columns, foundations)	$66.6 M	$ 81.3 M	$110.9 M	$ 114.6 M
Maintenance and Storage Facility Structure and Building Systems	$40 M	$ 40 M	$ 40 M	$ 40 M
Utility Infrastructure, Traction and building power substations, housekeeping power equipment and distribution (downstream from utility connection points)	$19 M	$23 M	$31.7 M	$ 32.7 M
Other Costs not included above such as and including DB Contractor's engineering/CM/etc, bonds, insurance etc. (est. 30%)	$68 M	$ 68 M	$ 85 M	$ 86 M
SubTotal – Estimate of Fixed Facility Probable cost	$293.6 M	$ 292.3 M	$ 367.6 M	$ 373.3 M
Subtotal (Operating System + Fixed Facilities)	$472.6 M	$480.8 M	$582.1 M	$591.7 M
Contingency (30%)	$141.8 M	$144.3 M	$174.6 M	$177.5 M
TOTAL ESTIMATED PROBABLE CAPITAL COST (2018$) [1, 2]				
TOTAL COST [1, 2]	$614.4 M	$625.1 M	$756.7 M	$ 769.2 M

1. Right of way acquisition, environmental and physical mitigations, parking/intermodal center costs and costs of other infrastructure are not included since these are not defined and subject to future analysis and input from other city and regional transportation plans/studies.
2. Owner soft costs not included – Owner soft costs cover Owner's management costs including Owner retained consultants etc.

Source: Pacifica Services, Trifiletti Consulting, 2018

4.3.3 Operations and Maintenance Cost Estimates

Operations and maintenance cost estimates are provided for each of the alternatives below.

There are two components: 1) APM Operating System operations and maintenance, and 2) Fixed Facility/ infrastructure operations and maintenance.

The APM Operating System operations and maintenance cost estimates address the operations and maintenance of the Operating System components including the vehicles, the automatic train control system, the traction and auxiliary power distribution systems and communication systems, all of which are the components that when fully integrated, provide the reliable and safe transportation service that is desired. Staffing consists of central control operators, supervisors, mechanical and electrical shop technicians, as well as management, administrative and janitorial staff necessary for the APM Operating System. Costs for regular preventive maintenance, as well as spare parts and consumables are included, however, costs for major overhauls and capital asset replacement are not included. The typical design service life of an APM Operating System is approximately 25 to 30 years. Major overhauls and capital asset replacement can be expected to occur at year fifteen of service. Considering that the Operating System characteristics are similar for all the alternatives, the major overhaul and capital asset replacement costs are considered to be approximately comparable and not expected to change the comparative costs between the alternatives. Since the project is at a conceptual definition phase, the estimate of probable cost is based on a concept level operations plan considering the fleet and anticipated annual fleet miles.

Fixed Facility operations and maintenance cost estimates address the following scope of work: regular inspections and routine repairs to the infrastructure, ncluding guideway structure, station structure, maintenance and storage facility structure, power substation structure, and the electro-mechanical systems within that are not part of the APM Operating System. These electro-mechanical systems include housekeeping power systems, building heating-ventilation-air-conditioning systems, escalators and elevators, fire management systems, and other similar building management systems. An estimate of probable annual O&M costs for the Fixed Facilities is approximately 1.5% of the total Fixed Facility capital cost.

Estimates of probable annual operations and maintenance costs are shown in Table 4.3-2.



Table 4.3-2: Annual Operations and Maintenance Cost Estimate (Conceptual) – 2018$

	Alternative A: Market-Manchester Alignment	Alternative B: Fairview Heights Alignment	Alternative C: Arbor Vitae Alignment	Alternative D: Century Boulevard Alignment
System Length	1.8 route miles	2.2 route miles	3.0 route miles	3.1 route miles
Number of Stations	5	4	5	5
Traction Power Substations	2	2	3	3
#Number of Cars ("Generic") Operating Fleet/Total Fleet	28/32	28/32	28/32	28/32
ESTIMATE OF FIXED FACILITY ANNUAL O&M COSTS (EXCLUDING UTILITIES)				
Estimate of Fixed Facility Annual O&M Costs (excluding Utilities)	$5 M	$5 M	$6 M	$6 M
ESTIMATE OF OPERATING SYSTEM ANNUAL O&M COSTS				
Operating System Annual O&M Cost Estimate (excl Utilities, mid-life overhauls and capital asset replacement/ rejuvenation)	$6 M			
Estimates annual reserve for mid life overhaul, capital asset rejuvenation etc.	$3 M			
Sub Total – Estimate of Annual O&M Costs including reserves for Operating System capital asset rejuvenation	$14 – $15 M			
Contingency (30%)	$ 4.2 - $ 4.5 M			
Total Estimate of Annual O&M Costs including reserves for Operating System capital asset rejuvenation [1]	$18.2 - $19.5 M			

1. Assumes a Design-Build-Operate-Maintain delivery strategy with a 25 to 30-year term with Contractor responsible for all operations/maintenance of contractor delivered assets. Does not include cost of utilities or Owner soft costs.

Source: Pacifica Services, Trifiletti Consulting, 2018

4.4 ENGINEERING AND PHYSICAL FEASIBILITY

Physical constraints and engineering feasibility are key factors to selecting the Locally Preferred Alternative for the Inglewood Transit Connector Project. Because all alternatives are elevated APM systems with similar design and constructability aspects, this section focuses on areas where the alignment characteristics differ, specifically the available right-of-way and location of underground utilities.

4.4.1 Ability to Fit Within the Right-of-Way

This section summarizes a preliminary analysis on the right-of-way acquisitions that may be required for the Project alternatives. The four alternatives have stations along their respective alignments that may involve redevelopment in the areas adjacent to the stations. In addition to station areas, additional property acquisitions may be required for Maintenance Storage Facilities and traction power stations. As part of the detailed design and environmental review analysis of the preferred alternative, specific property acquisition requirements will be established for the preferred alternative as part of the next stage of the project development during the EIR phase.

Alternative A: Market-Manchester Alignment:

The right-of-way along Alternative A ranges from approximately 93 feet to 112 feet, thus minimal property acquisitions due to utilities are anticipated. The alignment would be located primarily on the street right-of-way with the exception of a segment on the northeast quadrant of Market Street and Manchester Boulevard where the alignment transitions east onto Manchester Boulevard from Market Street. Potential acquisition or right-of-way easement requirements at the southwest quadrant of Prairie Avenue and Arbor Vitae Street are projected.

Figure 4.4-1 Alternative A: Right-of-Way Analysis

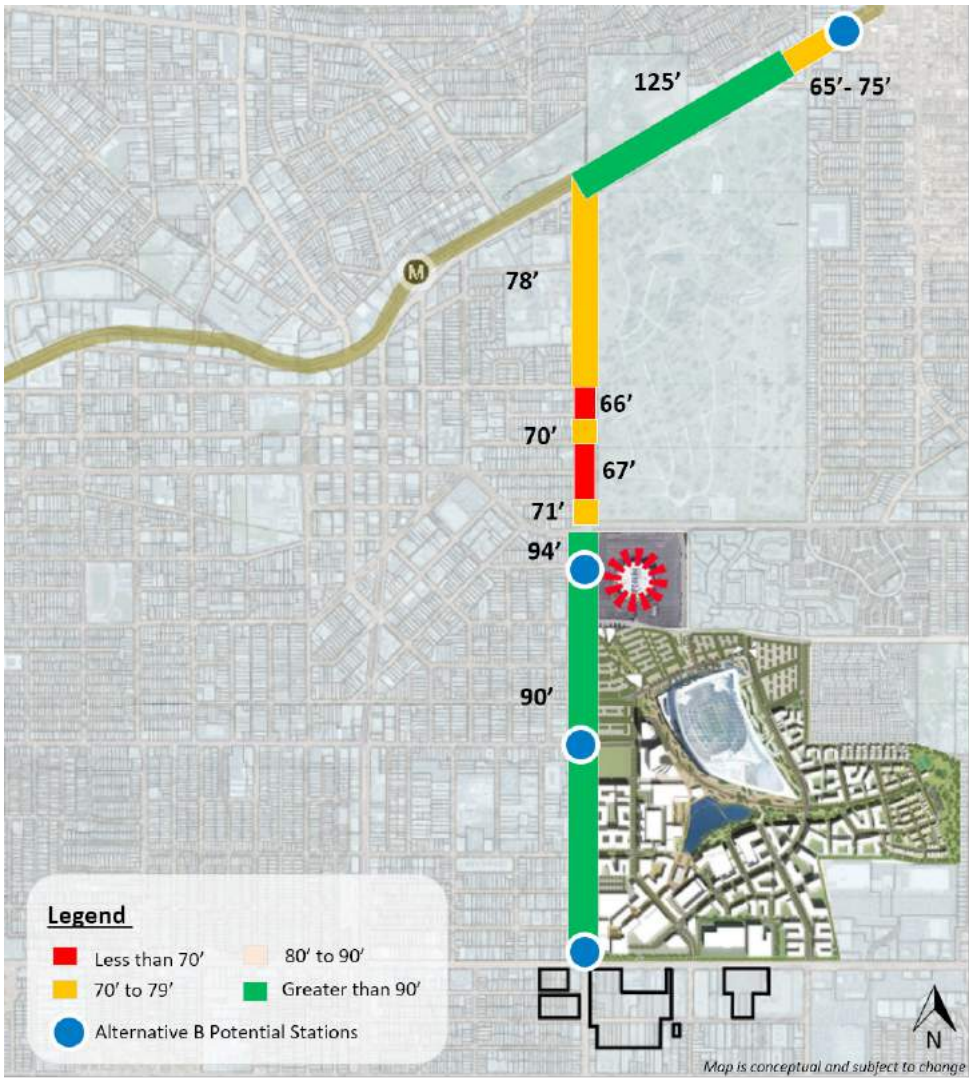


Source: Trifiletti Consulting, Raju Associates, 2018

Alternative B: Fairview Heights Alignment:

Although Alternative B is located primarily within the street right-of-way, there is limited roadway width between Florence Avenue and Manchester Boulevard (Figure 4.4-2). Potentially significant property impacts to the Inglewood Cemetery are anticipated because the alignment transitions from Florence Avenue which has a wide right-of-way of 125 feet, to Prairie Avenue, which has a right-of-way of 78 feet. Furthermore, the right-of-way of Prairie Avenue decreases to less than 70 feet south of Regent Street. This would potentially further impact the Inglewood Cemetery and would potentially conflict with utility infrastructure.

Figure 4.4-2: Alternative B: Right-of-Way Analysis

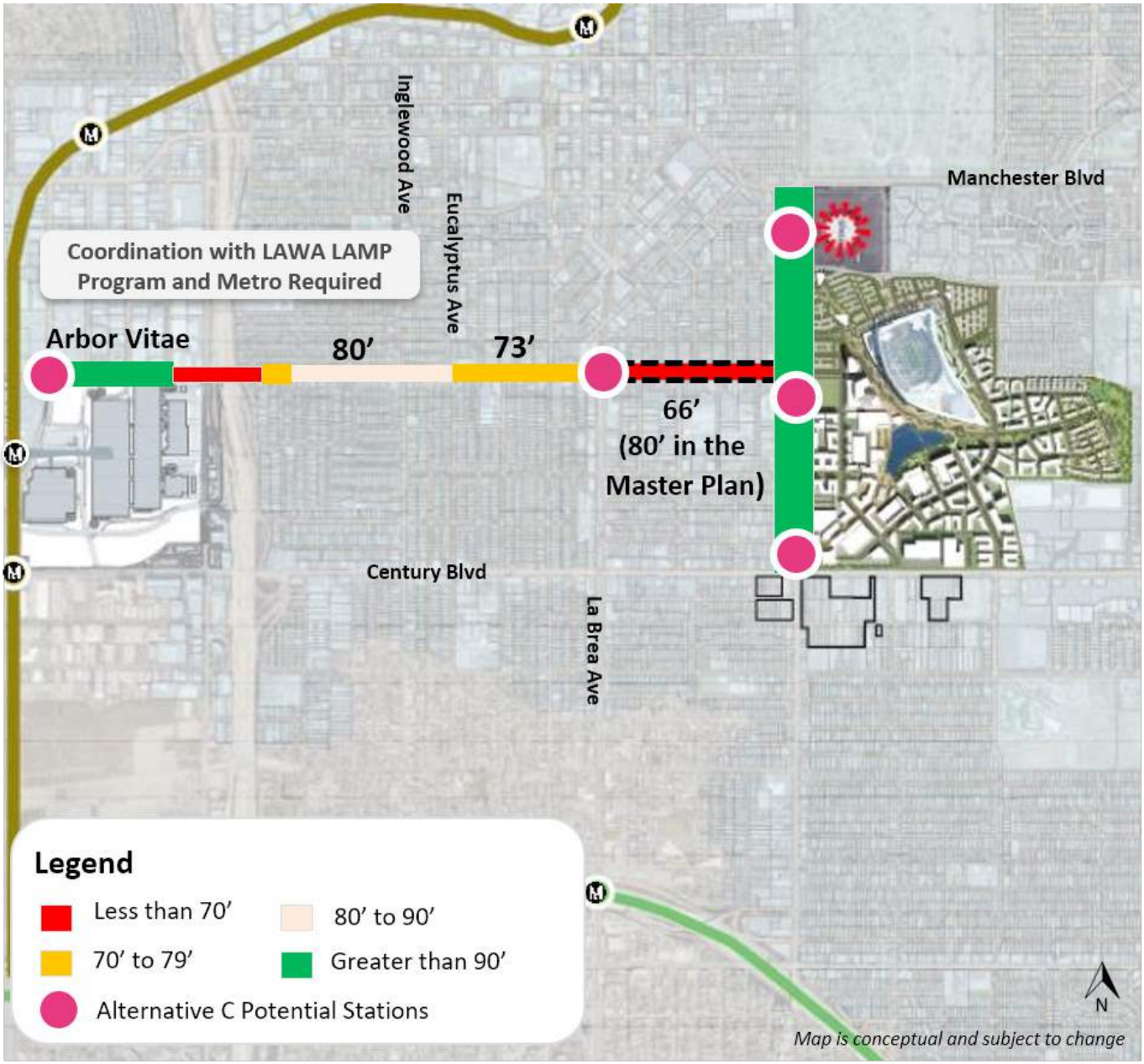


Source: Trifiletti Consulting, Raju Associates, 2018

Alternative C: Arbor Vitae Alignment:

Alternative C: Arbor Vitae Alignment right-of-way ranges from 100 feet to 66 feet, narrowing of the right-of-way east of Eucalyptus Avenue (Figure 4.4-3). Given the narrow right-of-way, this concept would potentially require acquisition of existing small business and possible neighborhood displacement. It would also potentially have adverse economic and fiscal impacts to local businesses along Arbor Vitae due to potentially reduced visibility, potential loss of on-street parking during construction and potential permanent removal of on-street parking spaces to accommodate the alignment.

Figure 4.4-3: Alternative C: Right-of-Way Analysis

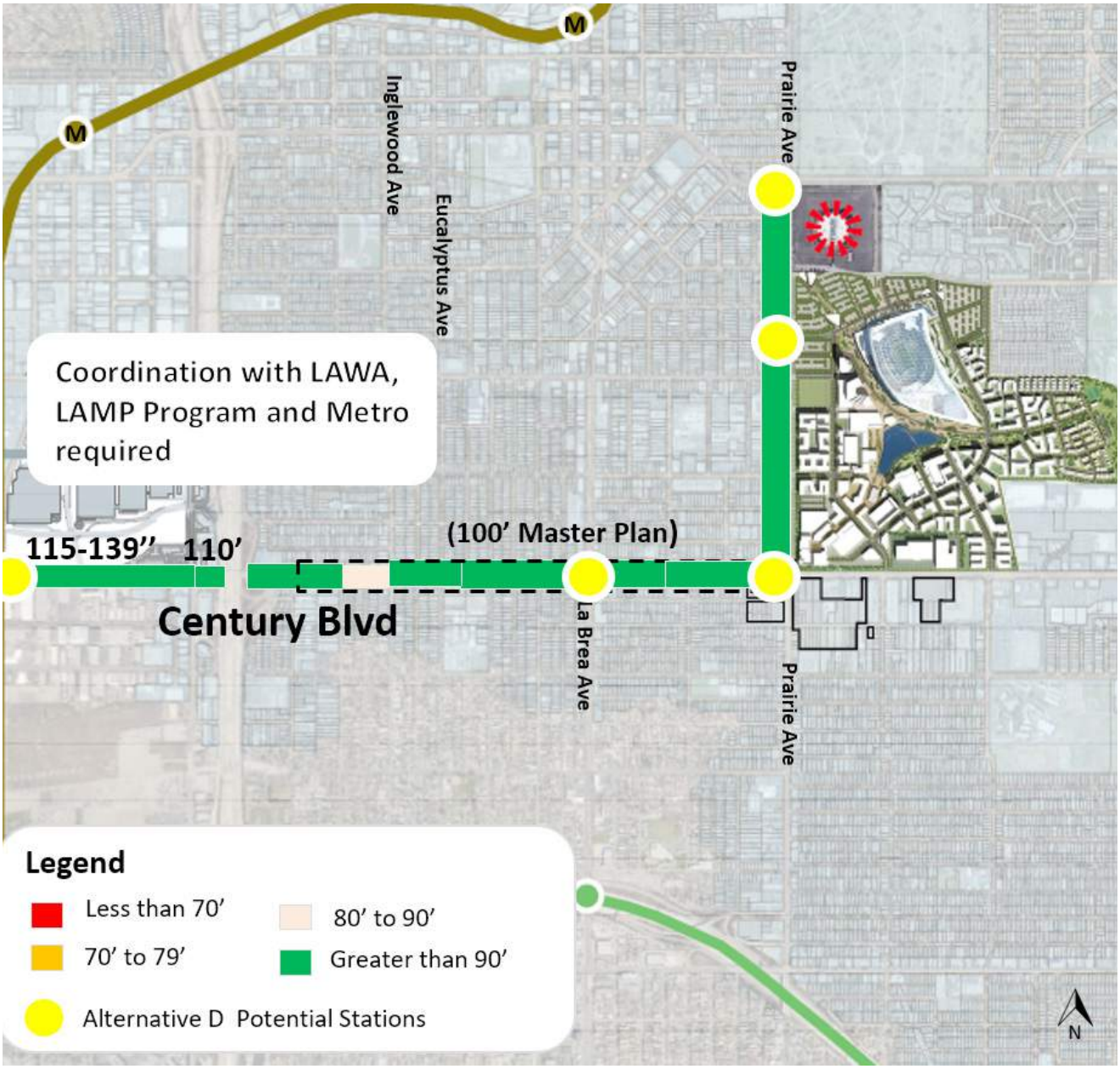


Source: Trifiletti Consulting, Raju Associates, 2018

Alternative D: Century Boulevard Alignment:

Alternative D has a wide right-of-way of at least 100 feet (Figure 4.4-4) and a continuous center median. Major utilities are located along Century Boulevard and may pose significant conflicts. Major property acquisitions or a major utility relocation effort are required if Alternative D is the selected alternative. Although Century Boulevard has a wide right-of-way of at least 100 feet and a continuous medium, major utilities are located along Century Boulevard and pose significant conflicts that may require a major utility relocation effort or property acquisitions to avoid utilities. Additionally, the I-405 crosses Century Boulevard with a single 100-foot bridge span impeding over or under clearance.

Figure 4.4-4: Alternative D: Right-of-Way Analysis



Source: Trifiletti Consulting, Raju Associates, 2018

4.4.2 Ability to Address/Resolve Underground Utility Conflicts

Utility information has been provided from the following agencies and utility purveyors:

- City of Inglewood
- Southern California Gas Company, Transmission Department
- Southern California Gas Company, Northwest Distribution Region
- Los Angeles Department of Water and Power
- Los Angeles Department of Public Works
- West Basin Municipal Water District

For the purpose of selecting a Locally Preferred Alternative, the available utility information was examined by overlaying the transit alignment alternatives to determine whether there were any fatal flaws. For this analysis, a fatal flaw is deemed to be a utility conflict that could not be resolved through design to avoid the conflict or by providing for a technically viable utility relocation. A conflict resolution that requires the relocation of a major utility, i.e. a utility that serves a regional base, is considered technically non-viable. The utility identification and assessment process consisted of requests for information from various agencies and utility purveyors. Data obtained included existing and planned major utilities within the project limits. Data and utility maps were prepared for major identified utilities. These maps have been incorporated into preliminary project concept plans for each alternative concept and included in Appendix A.

Available data did not provide exact utility locations in terms of plan and profile; rather, exact utility locations will be determined during project implementation by utilizing ground penetrating radar and/or other methods. During the environmental review of the locally preferred alternative, the City will perform a more comprehensive utility analysis, including depths, width of utilities, material makeup, condition of utility, and clearance requirements to address potential significant impacts and mitigation measures.

Alternative A: Market–Manchester Alignment:

Potential obstacles along the Alternative A alignment include a 36-inch West Basin Water District recycled water line at street centerline and several utilities within fifteen feet along Prairie Avenue. A large 60-inch Department of Water and Power (DWP) main pipe and a 33-inch storm drain line are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline. Underground electrical lines, including vaults, are primarily concentrated along or adjacent to easterly and westerly sidewalks and do not pose a major impediment to the Alternative A alignment.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. However, due to the span of utilities tie-ins and crossings along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive and Manchester Terrace, placement of guideway columns in this alignment should avoid relocation of gravity flow utilities including sewer and storm drains.

Utilities along the Alternative A route do not pose as major conflicts, and these conflicts could be resolved as there is sufficient roadway width along Market Street, Manchester Boulevard and Prairie Avenue (see Figure 4.4-5). As part of the detailed design of the preferred alternative, the City will conduct site investigations to determine exact utility locations and coordinate column placements to avoid or resolve conflicts, or relocate based on costs versus benefits.

Figure 4.4-5: Utilities Along Alternative A: Market-Manchester



Source: Trifiletti Consulting, Raju Associates, 2018

Alternative B: Fairview Heights Utility Analysis:

Based on preliminary research, minor utility pipes, as well as lateral connections to these pipes, from adjacent properties, have been identified along Florence Avenue. Existing utilities, including sewer, gas and water mains along these streets pose minimal obstacles for placement of guideway columns; however, various utility crossings at the curve alignment transition at Florence Avenue and Prairie Avenue should be avoided.

Several utilities along Prairie Avenue have been identified within close proximity, approximately fifteen feet, to this preliminary project alignment alternative. A 36-inch recycled water line travels along the easterly side of Prairie Avenue and transitions to the centerline of the street at Grace Avenue. A large 60-inch LADWP water main and a 33-inch storm drain line are located toward the southerly end of the alignment on the east side of Prairie Avenue, approximately twenty to forty feet from centerline. These utilities may pose significant obstacles but would not be considered to render the alignment infeasible at this stage.

Underground electrical lines, including vaults, are primarily concentrated along or adjacent to easterly and westerly sidewalks and do not pose a concern. Non-gravity flow utilities, including water service lines, may be relocated vertically, i.e. lowered, in lieu of horizontal relocation. Utility crossings including electrical and relatively large sized storm drain lines are primarily found at street intersections. Extensive utility crossings have been identified south of Manchester Boulevard, at Kelso Street/Pincay Drive, and north of Arbor Vitae Street. Guideway column placements should be avoided near these utility crossings and street intersections.

Utilities along alternative B pose a significant obstacle but relocations are not considered infeasible at this stage. As part of the detailed design of the preferred alternative, the City will conduct site investigations to determine exact utility locations and coordinate column placements to avoid or resolve conflicts.

Figure 4.4-6: Utilities along Alternative B: Fairview Heights Alignment



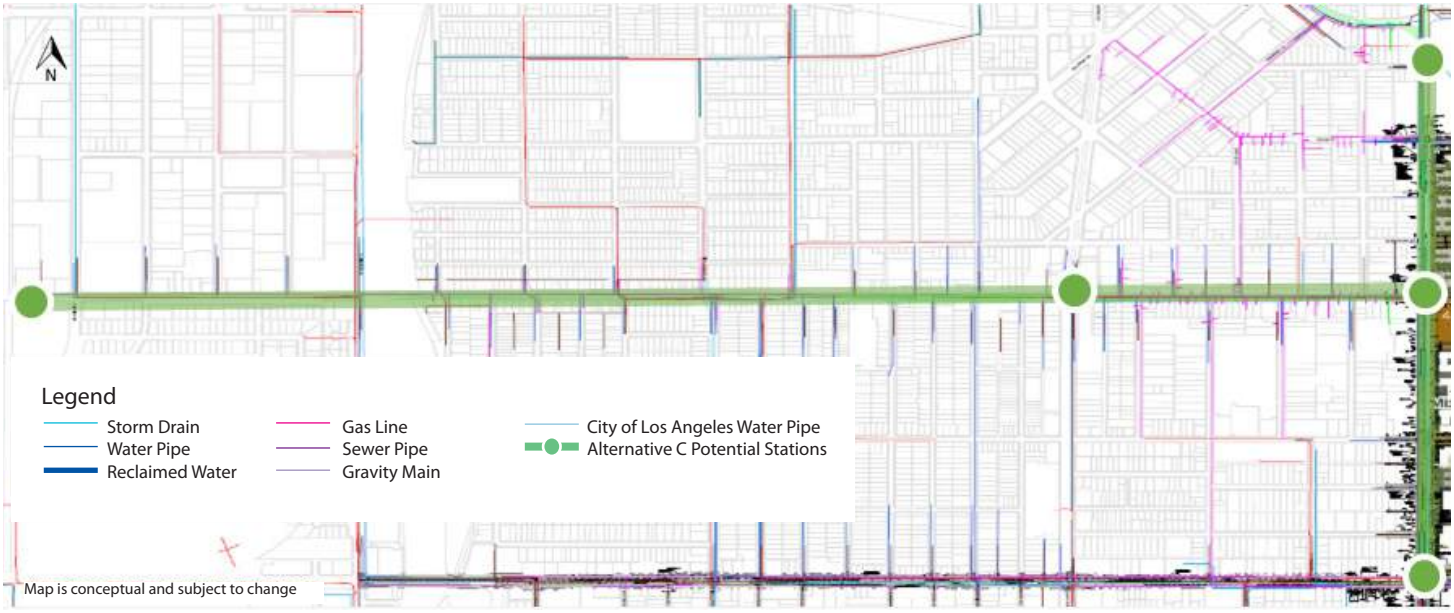
Source: Trifiletti Consulting, Raju Associates, 2018

Alternative C: Arbor Vitae Utility Analysis:

The most significant utilities identified as part of preliminary research for this alignment alternative includes an eight to ten inch sewer pipe along the centerline of Arbor Vitae Street between Eucalyptus Avenue and La Brea Avenue, a 36-inch recycled water line along Prairie Avenue centerline within fifteen feet of the preliminary alignment. A large 60-inch DWP water main and a 33-inch storm drain line are located at the east side of Prairie, approximately twenty to forty feet from centerline. Together, these utilities may pose significant obstacles but relocation would not be considered infeasible at this stage. Underground electrical lines, including vaults, are primarily concentrated along or adjacent to sidewalks and do not pose a major impediment. Non-gravity flow utilities, including water service lines, may be relocated vertically, i.e. lowered, in lieu of horizontal relocation.

Due to narrowing of the right-of-way east of Eucalyptus Avenue (Figure 4.4-7), there are potential major impacts to existing small businesses and possible neighborhood displacement. During detailed design of the preferred alternative, the City will conduct site investigations for exact utility locations and coordinate column placements to avoid or resolve conflicts or relocate utilities based on cost versus benefit to the project.

Figure 4.4-7: Utilities Along Alternative C: Arbor Vitae Alignment



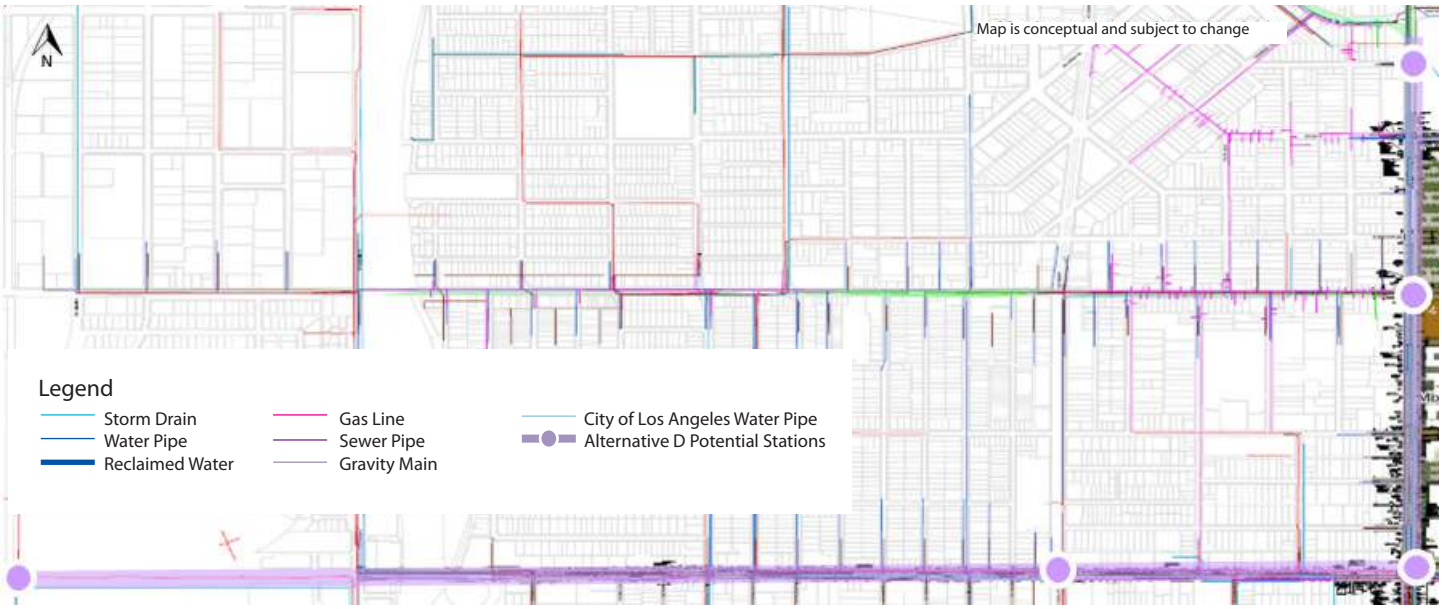
Source: Trifiletti Consulting, Raju Associates, 2018

Alternative D: Utilities Along Century Boulevard:

Overhead power lines are located along and crossing Century Boulevard from east of Felton Avenue to Condon Avenue. Clearance requirements for these power lines should be considered when evaluating this alignment. Additional underground electrical lines are located along Alternative D including crossings between Grevillea and Burn Avenue and at the intersection of Prairie Avenue and Century Boulevard. Figure 4.4-8 illustrates utilities located along alternative D at a high level.

Although Century Boulevard has a wide right-of-way of at least 100 feet (Figure 4.4-8) and a continuous center median, major utilities are located along Century Boulevard and pose significant conflicts that may require a major utility relocation effort or property acquisitions to avoid utilities. Major property acquisitions or a major utility relocation effort are required if Alternative D is the selected alternative. Additionally, the I-405 crosses Century Boulevard with a single 100-foot bridge span impeding over or under clearance. As part of the detailed design of the preferred alternative, the City will conduct site investigations to determine exact utility locations and coordinate column placements to avoid or resolve conflicts or relocate utilities based on cost versus benefit to the project.

Figure 4.4- 8: Utilities along Alternative D: Century Boulevard Alignment



Source: Trifiletti Consulting, Raju Associates, 2018

4.5 OPERATIONAL ANALYSIS

Ridership analysis supports the following assumptions for the development of sufficient information for a conceptual definition of probable costs, and preliminary conceptual APM system performance, (i.e., travel times and operations):

- Because ridership projections between the different alternatives vary only marginally, the highest projections were assumed for fleet sizing and operations.
- Normal day service: approximately sixteen hours a day from 5 AM to 9 PM.
- Highest per direction ridership projection is approximately 400 passengers-per-hour-per-direction. Over a year, this equates to 5,840 service hours.
- When special events service hours are considered, the net annual service hours for normal day service is 3,940 hours.
- Special event ridership estimates range between low and high, and reflect the anticipated arrival and departure profile for attendees. The required service hours are a maximum of eight hours for NFL Game Day, and six hours for the other events.
- For the purposes of this study, service requirements were assumed based on no overlap between special events. While some overlap may occur, it is expected that this would be addressed as part of service scheduling once events calendars are better defined as part of regular service coordination between the ITC and the venues.

4.5.1 Car Capacity and Travel Times

The estimated APM peak hour ridership is used as an initial basis to determine operational capacity needs and fleet requirements. One other variable in estimating system capacity is the estimated space that passengers will occupy while riding the APM system. Because the Inglewood Transit Connector is the last mile urban transit connector, a passenger space allocation of 2.7 square feet per passenger has been assumed; this is consistent with urban metro systems.

Different technologies have different size cars, and therefore different passenger capacity per car. For the purpose of this analysis, an average APM car has been assumed to provide a capacity of between 75 and 90 passengers per car. This assessment is subject to update based on further project development for the preferred alternative.

The dwell time at each station depends on the number of boarders and de-boarders at each station. An average dwell time of 30 seconds has been assumed for each station. While this is sufficient for the average APM car with dual door sets on each side of the car, this assumption also provides for some operational flexibility wherein station dwell times can be adjusted based on the actual boarding and de-boarding at the stations.

Operation of a train over the system for the different alternatives was estimated based on preliminary track geometry and limits on velocity, acceleration and jerk, which is the rate of acceleration. A maximum cruise speed of 50 mph was assumed with speed limits applied in sections of the route to prevent speed surges, or spikes, that would be uncomfortable for passengers. Dwell times of 30 seconds were assumed for each station stop, and then adjusted to achieve round trip times that are equally divisible by the desired minimum operating headway capability. The resulting estimated round-trip times for each of the alternatives are:

- Alternative A: Market-Manchester:
    - Round Trip Time: 770 seconds
- Alternative B: Fairview Heights:
    - Round Trip Time: 710 seconds
- Alternative C: Arbor Vitae (T-alignment to equitably serve all sites):
    - Round Trip Time: 750 seconds
- Alternative D: Century Boulevard:
    - Round Trip Time: 760 seconds

The round-trip time is driven not only by the route length but also the geometry, which places speed limits, and the number of stations.

4.5.2 Fleet Estimate

Line capacity is normally defined as the number of passengers-per-hour-per-direction (PPHPD) that the system can carry past any particular point. Determining factors are the operating headway capability and the passenger capacity per train, which is the number of cars per train, or the train length. Preliminary train simulations indicate that the round-trip times between the different alternatives are within 10% of each other. The number of operating trains must be a whole number. For the purpose of this study, the longest round-trip time of 770 seconds has been used to establish the line capacities based on different operating fleet and headway scenarios. Assuming that a generic train car can carry 75 passengers, the line capacities for varying headways and train lengths are provided below:



Table 4.5-1 Estimated Line Capacities

NUMBER OF TRAINS	HEADWAY (SECONDS)	LINE CAPACITY 4-CAR TRAIN (PPHPD)	LINE CAPACITY 2-CAR TRAIN (PPHPD)	LINE CAPACITY 1-CAR TRAIN (PPHPD)
8	96.3	11,221	5,610	2,805
7	110.0	9,818	4,909	2,455
6	128.3	8,416	4,208	2,104
5	154.0	7,013	3,506	1,753
4	192.5	5,610	2,805	1,403
3	256.7	4,208	2,104	1,052
2	385.0	2,805	1,403	701
1	770.0	1,403	701	351

Source: Trifiletti Consulting, Raju Associates, 2018

Operating Fleet Scenario to Meet Anticipated Demands: The high ridership projections are used as the basis to determine the operating fleet; variation in the ridership over the day and/or special event duration is not considered at this stage of concept planning. This approach provides for robust concept planning, sufficient flexibility to respond to ridership refinement as better data and information is available, and establishes a conservative estimate for the fleet size, and capital and operations/maintenance costs. It establishes a conservative business case for evaluation in making appropriate project related policy decisions.

Table 4.5-2 Estimated Line Capacities

SERVICE	DEMAND (PPHPD)	NORMAL PLUS SPECIAL EVENT DEMAND (PPHPD)	OPERATING FLEET	CAPACITY PROVIDED (PPHPD)	NUMBER OF ANNUAL SERVICE HOURS
Normal Day	400	400	Operate 2-1 car trains at 385 s headways (total 2 cars operating)	701	3940
Small Events	870	1270	Operate 4-1 car trains at 192.5 s headways (total 4 cars operating)	1403	648
Medium and Large Events incl. Clipper Games	2012	2412	Operate 4-2 car trains at 192.5 s headways (total 8 cars operating)	2805	924
NFL Stadium Small Event	2735	3135	5-2 car trains operating at 154 s headways	3506	120
NFL Stadium Medium Event	6525	6925	5-4 car trains operating at 154 s headways	7013	48
NFL Stadium Game Day	8985	9385	7-4 car trains operating at 110 s headways (total 28 car operating fleet)	9818	160

Source: Trifiletti Consulting, Raju Associates, 2018

Based on the above analysis, the following assumptions are being used to develop rough order of magnitude costs and will support the next level of planning and project definition work:

- Fleet Size: 32 generic cars (28 operating fleet cars, plus 4 spare cars).
- Maximum Cruise Speed: At least 50 mph.
- Minimum Operating Headway: Not greater than 110 seconds.
- Maximum Round Trip Time: 770 seconds (12 minutes 50 seconds).
- Station Dwell Times: 30 seconds.
- Train Operations: Ability to operate different length trains from 1-car (approx. 45 feet long) to up to a 4-car train (approx. 175 feet long train).
- Operating Headways:
  - Normal Day and Weekend – no less frequently than 6 – 6 ½ minutes.
  - Special Events – no less frequently than between 1 ½ to 3 ½ minutes depending the special event.

5. INGLEWOOD TRANSIT CONNECTOR RECOMMENDED ALIGNMENT



The Market–Manchester Alignment (Alternative A) is recommended for further study, as the alternative would provide a direct connection between downtown Inglewood and the major activity centers. Alternative A presents the opportunity for integration with local economic activity, current and future transit-oriented development and other initiatives in the downtown/commercial district of Inglewood. This alternative would also minimize utility relocations, and construction impacts to the adjacent commercial and residential uses along the alignment.

The alignment is approximately 1.8 miles of dual-lane guideway with five anticipated stations. The anticipated stations were identified with the objective of serving traffic generators, current, proposed or potential, with an intuitive and convenient connection. The exact station locations and number of stations will be refined as part of the future environmental impact report (EIR) phase in coordination with the City, stakeholders and through the continuing public outreach process. At this time, the anticipated station locations are:

- Market Street/Downtown Inglewood Crenshaw/LAX Metro Station.
- Manchester Boulevard at or near Market Street.
- The Forum.
- Los Angeles Stadium and Entertainment District at Hollywood Park.
- Proposed Inglewood Basketball and Entertainment Center.

The other alternatives were not recommended for future consideration as they are fundamentally inconsistent with community goals. Alternative B would require one major transition from Florence Avenue onto Prairie Avenue that would potentially impact the Inglewood Cemetery and does not generate economic development opportunities within the City. Alternative C is located primarily on Arbor Vitae Street whose right-of-way ranges from 100 feet to 66 feet. This would potentially require acquisition of existing small businesses and possible neighborhood displacement. It would have adverse economic and fiscal impacts to local businesses along Arbor Vitae Street due to potentially reduced visibility, potential loss of on-street parking during construction and potential permanent removal of on-street parking spaces to accommodate the alignment. In addition to design challenges, Alternative D is located along a corridor that contains major utilities which may potentially pose significant conflicts that may require a major utility relocation effort or property acquisitions along Century Boulevard to avoid utilities.

Alternative D presents the opportunity to directly connect to a regional multimodal facility served by Metro's Crenshaw/LAX and Green Lines, various Metro and municipal bus lines, and the LAX APM system. However, to connect to the multimodal facility, the alignment would have to cross the I-405 on the south side of the LAX APM system. Crossing over the I-405 would require coordination with Caltrans, the Los Angeles Department of Transportation and Los Angeles World Airport and would pose design challenges as the transition from an elevated segment to a level sufficient under the I-405 may not be feasible due to the short distance available and the real estate constraint between Century Boulevard and the LAX LAMP Manchester Square development.

Table 5.0-1 presents key characteristics for each alternative. Summary of the key findings and conclusions of the screening analysis are listed below:

- For the Fixed Guideway Transit Alternatives, the preferred technology is an Automated People Mover technology, which could be rubber tired, steel wheel or monorail technology.
- All alternative alignments provide a comparable level of passenger service and convenience, including connectivity to Metro and the key traffic generators within the City.
- While alternatives A and D demonstrate the greatest ridership potential for "normal" non-event days, the degree to which each of the alternatives is able to relieve road-based congestion and improve overall air quality is generally comparable. The potential ridership for alternatives A and D have heavier ridership than the Alternatives B and C, however, challenges associated with Alternative D, including the utility relocation challenges, challenges with crossing the I-405 freeway, project costs,

- The total cost of ownership for Alternatives A and B is lowest, and is comparable. Because ridership potential is comparable, these two Alternatives offer the lowest cost per rider.

While each of the alternatives can be constructed, the impacts during construction, and the duration of construction varies. This relative measure of construction impacts is, in the context of this report, termed constructability. The impacts during construction are driven by 1) length of alignment, 2) extent of underground utility (which introduce conflicts to be resolved) and 3) traffic impacts due to construction work affecting roadways.

All alternatives traverse Prairie Avenue, as such it is the remaining segments of the alignment that are the differentiators. Alternative A has little or no major utility within the corridor, has a sufficiently wide right of way and the shortest alignment. Thus, it is best in terms of constructability. Alternative D (Century Boulevard) and Alternative C (Arbor Vitae Street) are the least attractive. While Century Boulevard is wide, there are major utilities along the corridor and a narrow sidewalk - this will likely impact the roadway travel lanes and possibly impact properties to place foundations and columns. Arbor Vitae Street is a narrow right-of-way, and will impact properties during construction and also traffic along a narrow right of way. Additionally, both alternatives cross the I-405 introducing construction logistical and traffic mitigation challenges. Alternative B, north of Prairie Avenue is a narrow right-of-way - during construction, impacts to the cemetery and the residences are expected. While Alternative B is more attractive than C or D, it is less attractive than Alternative A.

Underground options were preliminarily reviewed and discarded due to the significantly higher costs, but more importantly due to conflicts with the major underground utilities along Prairie Avenue - which is common to all alternatives. Transitioning from an underground to an elevated option along Prairie would cutoff major roadways at the transition - a fatal flaw to traffic circulation and capacity.

The Market–Manchester Alternative (Alternative A) performs well on a number of key measures including projected high annual ridership (2,578,120), minimal conflicts related to utility and construction impacts, and provides economic opportunities for downtown Inglewood.

Furthermore, based on outreach efforts conducted during the phase of study, stakeholders and representatives from local jurisdictions indicated their support for Alternative A. Initial stakeholder meetings were conducted, includiing meetings with the Inglewood City Council, block clubs, neighborhood watch groups, Inglewood Rotary, businesses, merchant groups, and early feedback has indicated support for Alternative A. As part of the environmental clearance process robust stakeholder outreach will be continued and conducted to help define the Inglewood Transit Connector Project, including project design, stakeholder locations, intermodal facilities, and over all interface with the City's major activity centers and pedestrian realm.

Therefore, it is recommended that the Alternative A: Market-Manchester, be advanced as the preferred alternative for further review as part of the environmental review process.

Table 5.0-1: Screening Results of the Inglewood Transit Connector Alternatives

	Alternative A: Market-Manchester Alignment	Alternative B: Fairview Heights Alignment	Alternative C: Arbor Vitae Alignment	Alternative D: Century Blvd Alignment
Length of System (approximately)	1.8 miles	2.2 miles	3 miles	3.1 miles
Connection to Metro	Yes at Downtown Inglewood Station	Yes at Fairview	Yes	Yes
Service to Key Venues	Comparable	Comparable	Comparable	Comparable
Right-of-way impacts/ability to resolve	Minimal	Potential impact to Inglewood Cemetery	Potential impacts to small businesses and residences	Property acquisitions likely due to major utility relocations
Potential impacts, based on available roadway width	Minimal	Potential impact to Inglewood Cemetery	Potential impacts to small businesses and residences	Property acquisitions likely due to major utility relocations
Utility Conflicts/ability to resolve with relocations	Minimal/Good	Minimal/Good (with potential impacts to Inglewood Cemetery)	Minimal/Good (with potential impacts to small businesses and residences)	Major/Limited (major utilities with impacts driving property acquisitions)
Annual Ridership	2,578,120	1,894,826	2,047,055	2,933,147
Passenger Convenience	Comparable	Comparable	Comparable	Comparable
Synergistic Economic Development within City	Good	Limited	Limited	Limited
Required Major Coordination Efforts	Coordinate with Metro	Coordinate with Metro	Coordinate with Metro, LAWA and Caltrans (I-405)	Coordinate with Metro, LAWA and Caltrans (I-405)
Estimate of Probable Capital Cost (2018 $) [1, 2]	$614.4M	$625.1M	$756.7M	$ 769.2M
Estimate of Probable Annual O&M Cost (2018 $) [3]	$18.2 - $19.5 M			

1. Right of way acquisition, environmental and physical mitigations, parking/intermodal center costs and costs of other infrastructure are not included since these are not defined and subject to impacts/influence from other city and regional transportation plans/studies.
2. Owner soft costs not included – Owner soft costs cover Owner's management costs including Owner retained consultants etc.
3. Assumes a Design-Build-Operate-Maintain delivery strategy with a 25-30 year term with Contractor responsible for all operations/maintenance of contractor delivered assets. Does not include cost of utilities or Owner soft costs.

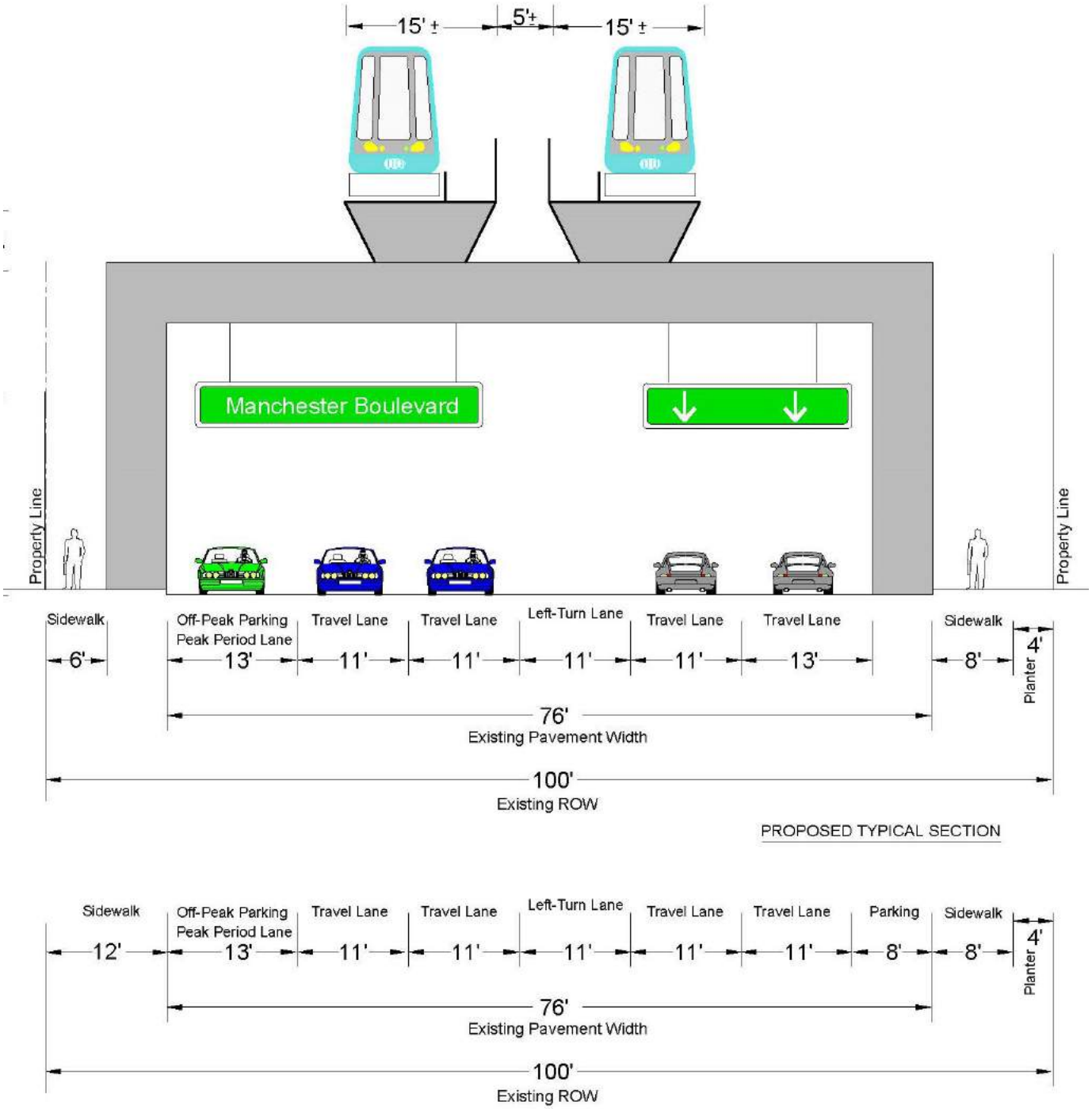
Source: Raju Associates, Trifiletti Consulting, Pacifica Services, 2018

Figure 5.0-1: Alternative A: Market-Manchester Alignment



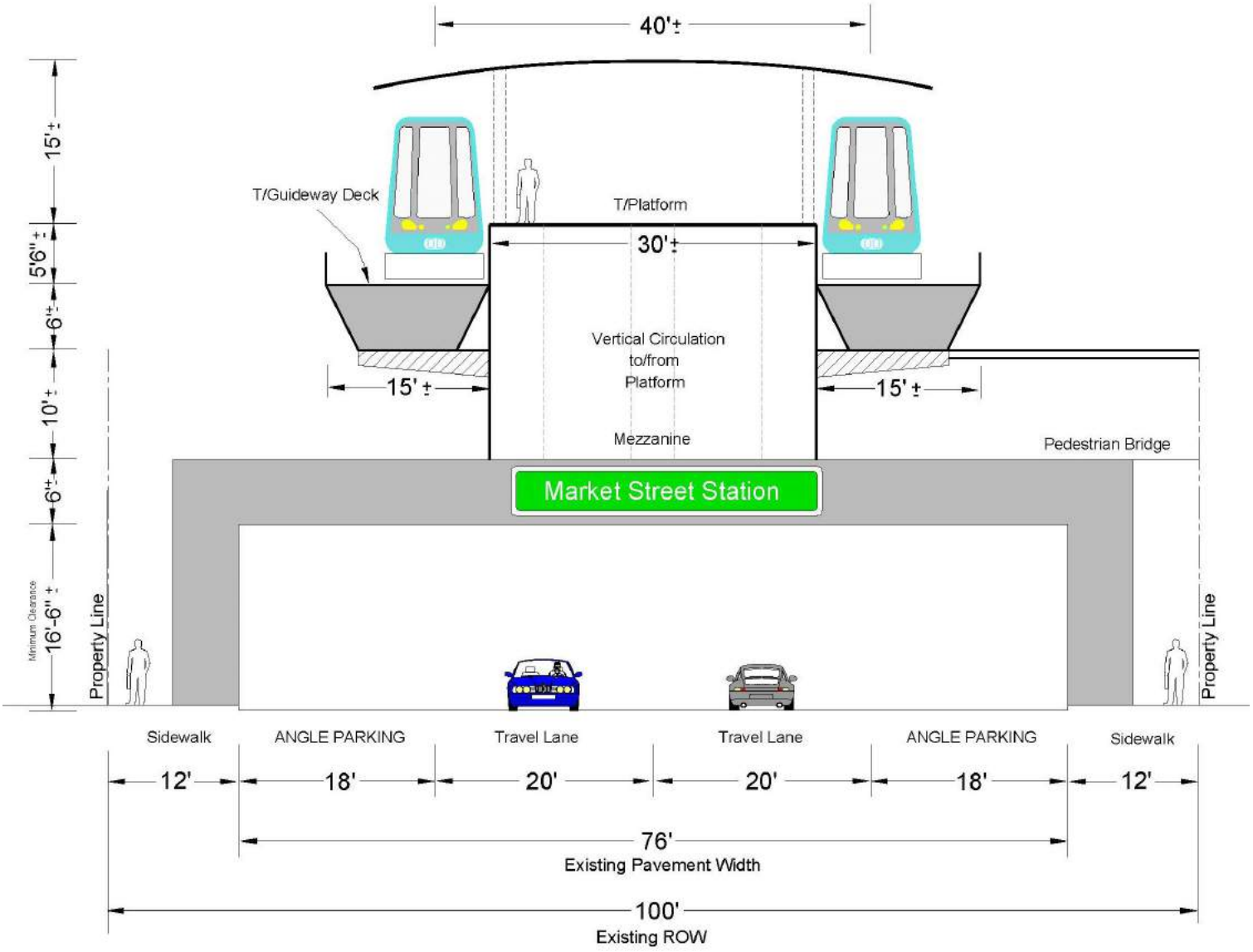
Source: Trifiletti Consulting, 2018

Figure 5.0-2: Alternative A: Market- Manchester Alignment
Manchester Boulevard, Looking West in Between Stations



Source: Raju Associates, 2018

Figure 5.0-3: Alternative A: Market-Manchester Alignment
Market Street, Looking West at Station



Source: Raju Associates, 2018

Intermodal facilities are preliminarily located at each end of the alignment, at Market Street and near the Prairie/Century intersection. The objective is to provide an opportunity for passengers on buses, shared ride vehicles, TNCs, and taxis to conveniently transfer to the APM system for the final journey into the City. This strategy is consistent with the objective of relieving traffic demands within the City's commercial district by providing a convenient transfer to the final destination. This also alleviates additional demand on real estate currently used for parking that can now be utilized for its highest and best use. The intermodal facilities will be appropriately sized to accommodate traffic projections that will vary based on special events and is likely to consist of a surface lot with convenient vehicle access and egress and curb cuts to facilitate short-term stopping to pick up or discharge passengers to and from the APM system. Specifics will be developed as part of the environmental impact report (ERI) phase of the Project and in coordination with the City, stakeholders and input from public outreach programs.

6. NEXT STEPS
7. FUNDING/FINANCING STRATEGY
8. PROCUREMENT STRATEGY



6. NEXT STEPS

The City will further define the Market-Manchester Alignment as the locally preferred alternative, and will now launch the environmental review process pursuant to the California Environmental Quality Act (CEQA). The specific configurations and station locations, intermodal facilities and other various technical and design characteristics will be identified and developed in coordination with the key City departments and stakeholders, including the community, residential, civic organizations, business groups and potentially impacted property owners. The project definition work and the environmental analysis will also include coordination with third-party agencies including but not limited to Metro, Los Angeles County Regional Planning and Public Works, Caltrans, SCAG, and the City of Los Angeles. Public engagement will continue throughout the environmental and public process.

To support the environmental and project delivery process, the City will conduct and include engineering and other technical studies and will continue to assess and identify potential project designs, environmental impacts, operational profiles, cost estimates, ridership and overall environmental benefits. This further analysis will supplement this report and produce more detailed project benefits and description designed to be fully integrated into the transit network and transportation system. Next steps include launching the environmental process pursuant to CEQA, which includes releasing the Notice of Preparation and commencing the preparation of a Draft Environmental Impact Report.

7. FUNDING/FINANCING STRATEGY

The Project shall seek funding as a special district and form an Enhanced Infrastructure Finance District (EIFD). The project shall seek the EIFD formation concurrently with the environmental process through CEQA and fulfill subsequent requirements of the EIFD along with the requirements of the environmental process. The City will also explore and seek all available public funds at the local, state and federal level, and will also develop innovative project delivery strategies to establish public-private partnerships and/or joint funding and development tools.

8. PROCUREMENT STRATEGY

The Metro study concluded and recommended a public-private-partnership/concessionaire strategy to deliver the project, primarily due to Metro's inability to fund the project, which is not included in either the Measure M Expenditure Plan or the Metro Long Range PTransportation Plan. It is critical to understand that such a strategy still requires the Owner to have sufficient debt capacity/revenue generation capacity/strategy to provide the back stop on the contract. Additionally, the City must consider its own strategy for entering into such a transaction, including but not limited to establishing a special purpose entity, or identifying policies to assure financing to support the back-stop on the contract. To that end, consultation with stakeholders, the City's legal counsel and policy makers is essential as the strategy is developed further for the City's locally preferred alternative for the Inglewood Transit Connector Project.

9. APPENDICES



Appendix A: Utility Analysis Memo
Appendix B: Ridership Memo
Appendix C: Cost Estimates Memo
Appendix D: July 2017 Transit Connection Study

Appendix 3.0.3

Inglewood Transportation Center Design Guidelines, December 2020

DESIGN GUIDELINES

INGLEWOOD TRANSIT CONNECTOR

DECEMBER 2020

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1.0
INTRODUCTION



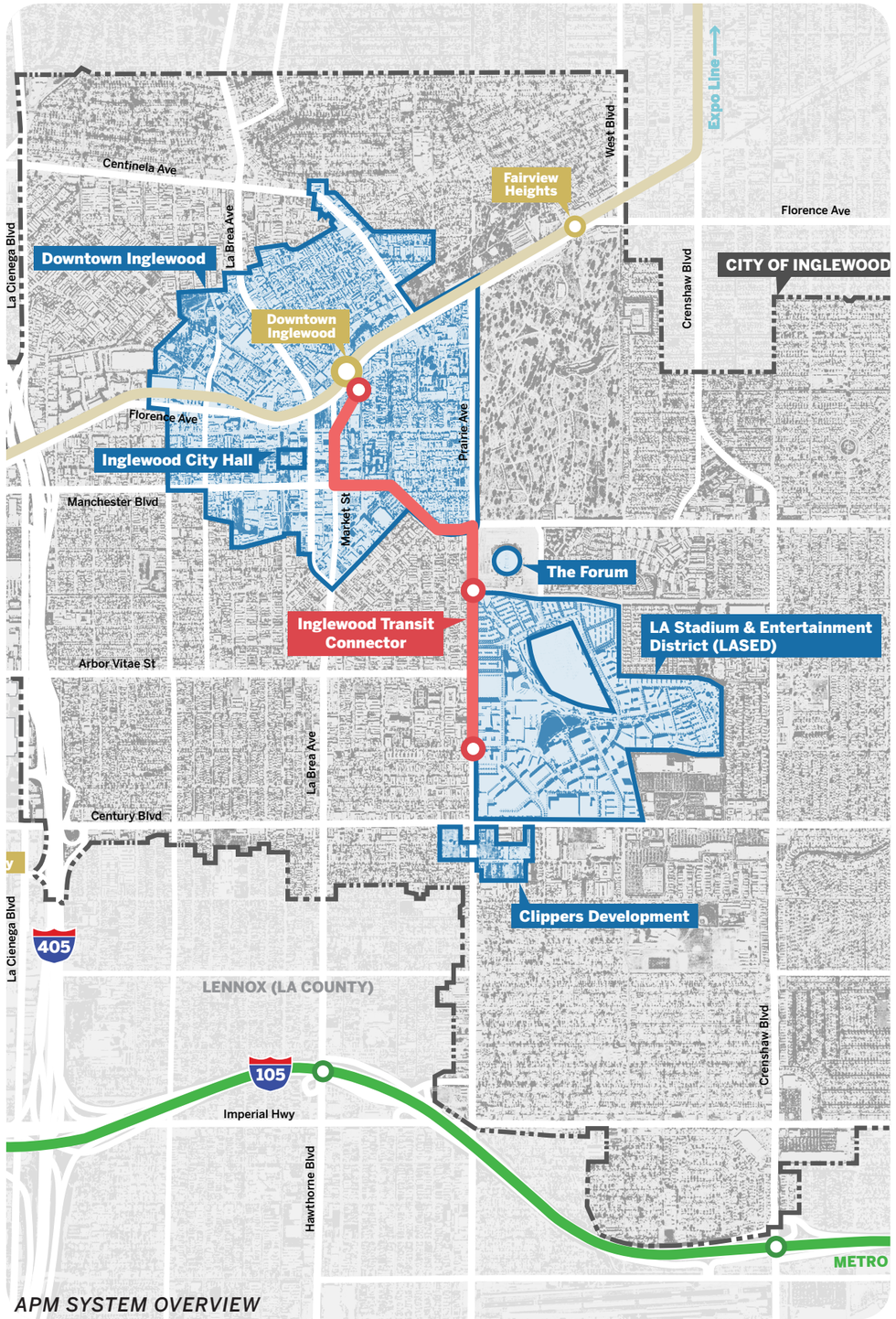
INTRODUCTION

1.1 OVERVIEW AND PURPOSE

The Inglewood Transit Connector (ITC) Design Guidelines (Design Guidelines) establish the City of Inglewood's comprehensive vision for the transit experience to bring patrons to downtown Inglewood and the surrounding entertainment and business venues. These guidelines are intended to integrate the design of new and existing facilities and to create a passenger experience that reflects the City's history and architecture, while providing design guidance for the proposed ITC project. The Design Guidelines apply to all components of the ITC project which is comprised of, among other things, the Automated People Mover (APM) guideways, stations, support facilities, and parking areas. These guidelines also apply to areas of the public realm affected by the ITC project including streetscapes, roadways, landscape and hardscape areas.

The overall purpose of the Design Guidelines is to provide a framework for enhancing the experience in and around downtown Inglewood in a way that is consistent with both the existing urban context and future development vision. These guidelines encourage the development of sustainable and user-friendly spaces with a focus on unified high quality architecture and urban design. They will also shape a seamless interaction between a variety of users including pedestrians, cyclists, transit riders, and automobile drivers with an emphasis on the public experience. All guidelines listed are to be implemented to the extent feasible for the ITC project.

Design guidelines for the public realm govern streetscapes and other affected areas at the grade level. They establish the overall vision for public streets and spaces along the ITC project alignment right-of-way. They also establish aspirational goals for the look and feel of the development of existing and future projects on properties along the alignment. These guidelines are to be applied in conjunction with existing land use plans, specific plans and the City's urban design guidelines. In the event of any conflict or inconsistency, it is the City's intent that the ITC Design Guidelines shall control and supersede any such land use plans, specific plans, and/or urban design guidelines. In the absence of any conflict or inconsistency, design-related elements of such plans and guidelines will be considered and may be implemented to the extent feasible and in keeping with the overall project vision set forth in the ITC Design Guidelines.



APM SYSTEM OVERVIEW

INTRODUCTION
1.2 VISION AND GOALS

VISION

As the City of Inglewood continues to define itself as a world-class sports and entertainment center with both existing and new developments within the greater Los Angeles region, there are growing opportunities for the City to optimize the public experience by implementing smart transportation strategies.

By providing transit access from the LA Metro LAX/Crenshaw line to Inglewood's entertainment centers, the proposed Inglewood Transit Connector (ITC) will integrate the City of Inglewood with the greater Los Angeles region. The ITC is an elevated Automated People Mover system comprised of three stations that will serve as a distinctive and unified system befitting "The City of Champions."

GOALS

- Integrate with existing local communities, and harmonize new developments within the city.
- Optimize Inglewood's vehicular network by reducing future traffic congestion and alleviating growing demand on existing roadways.
- Enhance the public experience by facilitating ease of movement in and around Inglewood.
- Provide a distinct gateway that represents the spirit of Inglewood.
- Create attractive and functional streetscapes, roadways and pedestrian connections.
- Create a hierarchy of street level spaces that provide a rich and diverse variety of experiences.
- Deliver a project in accordance with the City of Inglewood's overall sustainability goals and objectives.



SIGNAGE | CITY OF INGLEWOOD



OLD HOLLYWOOD PARK



FOX THEATER

INTRODUCTION
1.3 AREA CONTEXT

Located near downtown Los Angeles, the Silicon Beach tech corridor, the Los Angeles International Airport and a substantial hotel, retail and business district, the City of Inglewood is well positioned at the center of renewed economic development in Southern California. The following are important projects recently completed, under construction or proposed within the City:

1.3.1 LOS ANGELES STADIUM AND ENTERTAINMENT DISTRICT (LASED) AT HOLLYWOOD PARK

The Los Angeles Stadium and Entertainment District (LASED) project, a new mixed-use, master planned community on the site of the former Hollywood Park Racetrack and Equestrian Center started construction in 2014 and is slated for completion by 2023. The project will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the City. At the centerpiece of Hollywood Park is the new $5 billion-dollar, 70,240 seat National Football League (NFL) SoFi Stadium to be shared by both the Los Angeles Rams and Los Angeles Chargers. The SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. The LASED project includes roadway infrastructure upgrades, modernized traffic systems with intelligent traffic signals(ITS), a state-of-the-art traffic management command center, and improvements at various intersections along Prairie Avenue and Century Boulevard.

1.3.2 THE FORUM

Constructed in 1967, the Forum is a multi-purpose indoor arena which for decades has served as one of the region's premier sports and entertainment venues. In 2014 the Forum completed a multi-million-dollar renovation and was added to the National Register of Historic Places. The Forum now actively hosts some of the largest entertainment programs in the country and is scheduled to host events during the 2028 Summer Olympic games.



SOFI STADIUM



THE FORUM

1.3.3 INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER (IBEC)

In June 2017 the National Basketball Association's Los Angeles Clippers announced a proposal to construct a new arena and sports facilities in Inglewood designed to host the team's events and other non-sporting programs. In August 2020, the City approved the final environmental impact report for the Inglewood Basketball and Entertainment Center (IBEC). The IBEC project is located on approximately 27 acres and includes an 18,000 fixed seat arena, an approximately 85,000 square foot team practice and athletic training facility, approximately 55,000 square feet of LA Clippers team office space, approximately 25,000 square foot sports medicine clinic for team and potential general public use, approximately 40,000 square feet of retail and other ancillary uses that would include community and youth-oriented space, an outdoor plaza with an approximate area of 260,000 square feet including landscaping, outdoor basketball courts, outdoor community gathering space, and parking facilities sufficient to meet the needs of the proposed uses.



INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

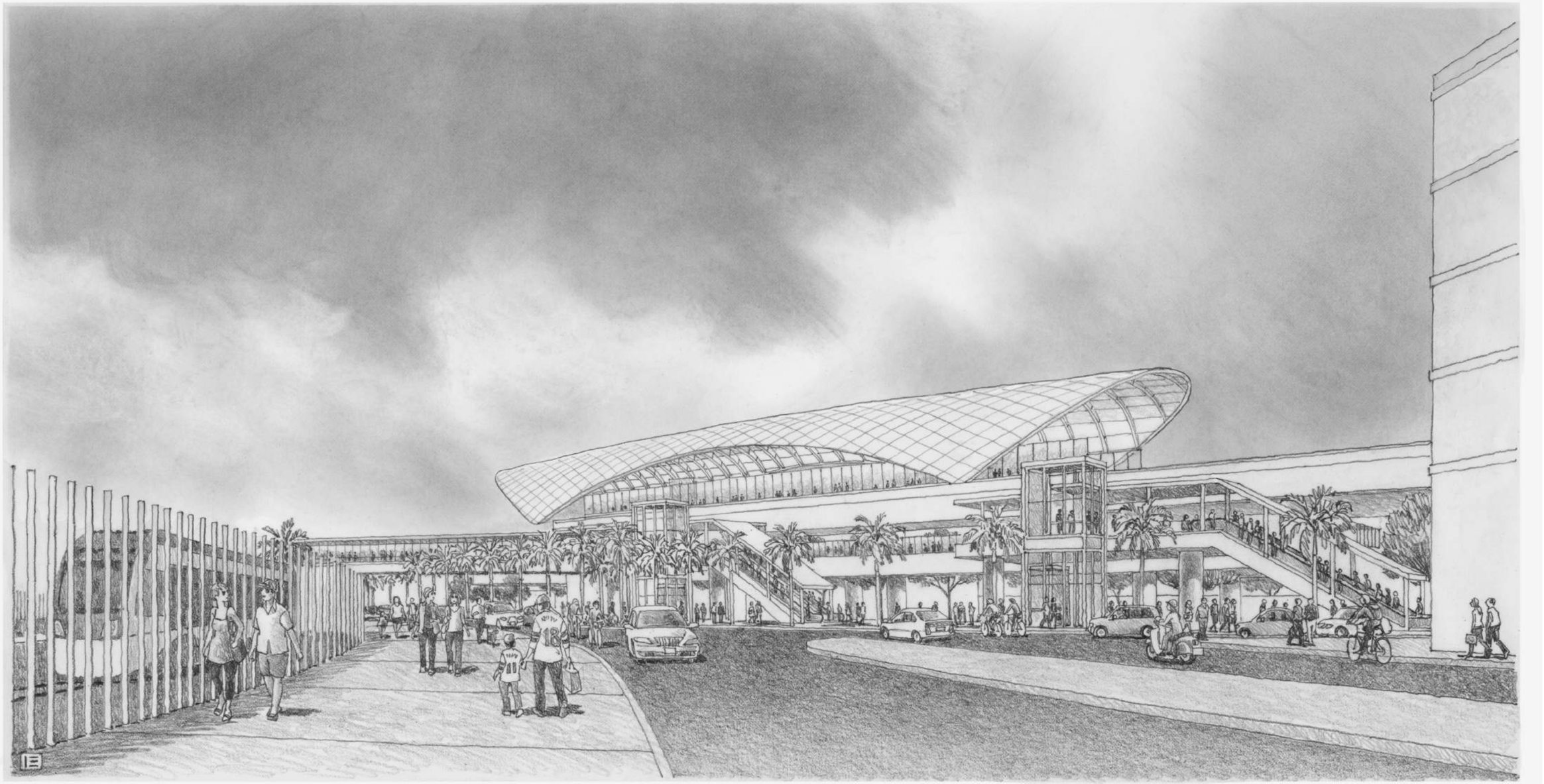
1.3.4 MARKET STREET

Inglewood is also working to revitalize its downtown in order to integrate with the future LA Metro Crenshaw/LAX station. The City is encouraging the design and development of new residential, mixed-use and retail projects on Market Street. In the late 1940s through the early 1960s, Inglewood's Market Street hosted Hollywood film premieres at several movie houses including The Fox Theater, The United Artist's Theater, and The Ritz Theater. Today's LA Metro Crenshaw/LAX line will stop in downtown Inglewood just blocks away from these historic structures. Classic theaters throughout Los Angeles are currently being re-energized as vital cultural venues and the same opportunity will now exist in Inglewood.

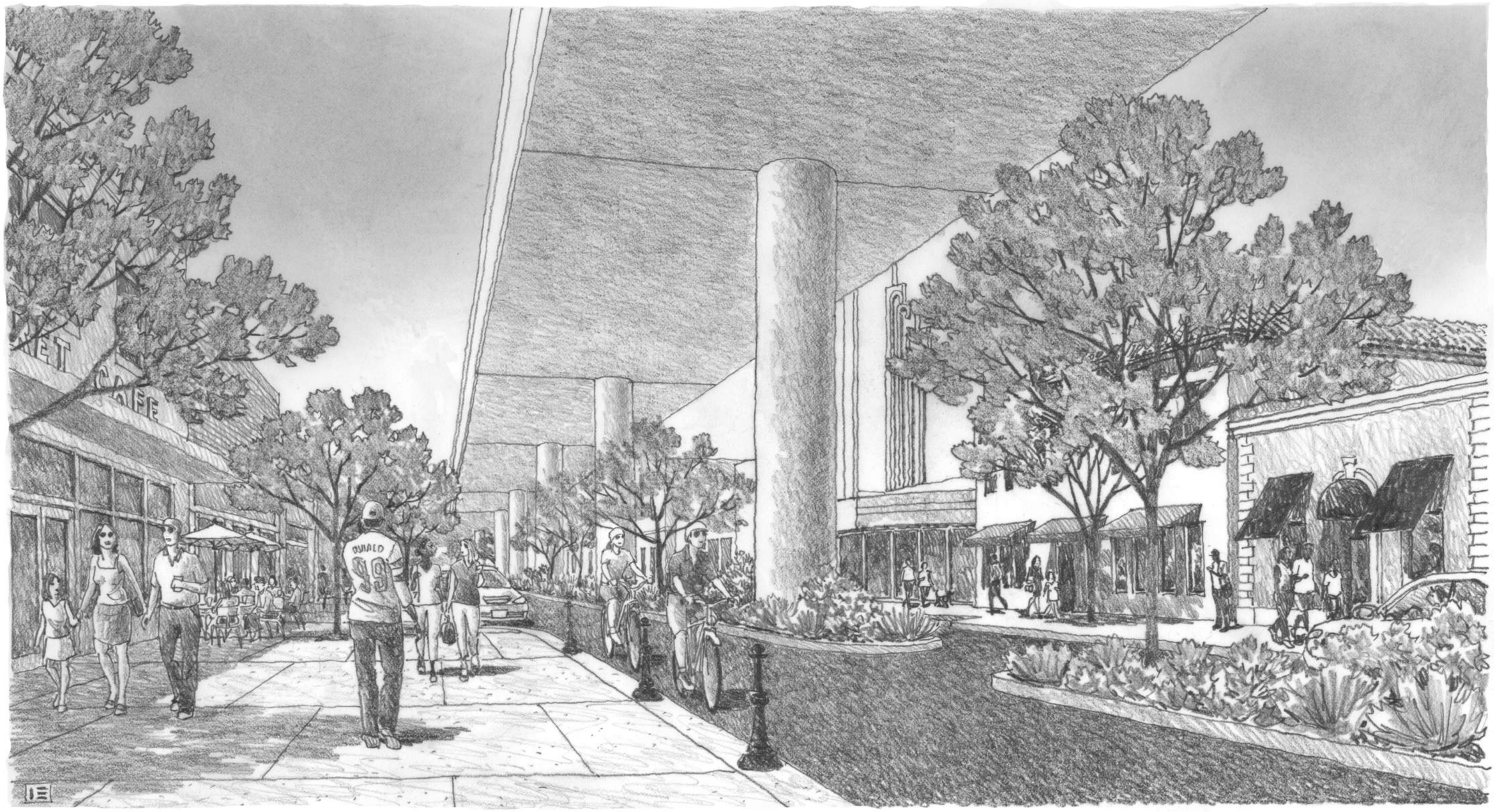


METRO PURPLE LINE

1.3 AREA CONTEXT

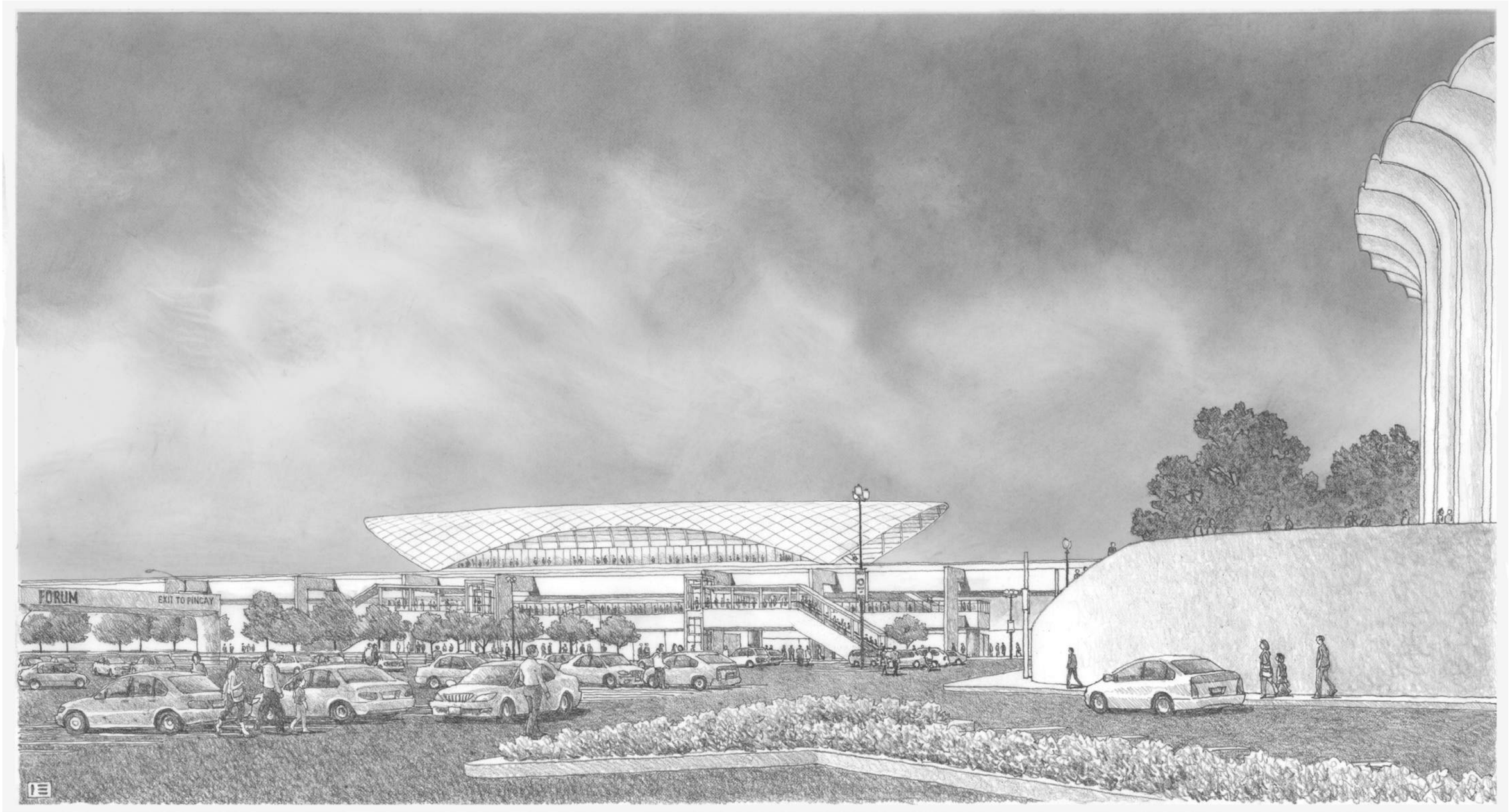


FLORENCE AVENUE AND MARKET STREET



MARKET STREET

INTRODUCTION
1.3 AREA CONTEXT



PRAIRIE AVENUE AND PINCAY DRIVE

2.0
STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS

STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

OBJECTIVE:

Stations will be strong architectural focal points and prominent design elements of the ITC Project. The stations will be:

- Identifiable
- Iconic
- Elegant

Station designs will be consistent in both form and function with adjustments as necessary to fit within each specific site. They will also be designed to accommodate adjacent existing local businesses and future developments along the APM guideway. In addition, designs will also accommodate a variety of passenger flows and demands within the stations themselves. The three station designs will enable ease of pedestrian movement both to and from the public realm:

- Market Street/Florence Avenue Station will include a connection from the LA Metro LAX/Crenshaw station.
- Prairie Avenue/Pincay Drive Station will provide service to both the Forum and LASED.
- Prairie Avenue/Hardy Street Station will provide service to LASED and the IBEC.

STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

GUIDELINES:

Massing

1. The form will be sleek and monolithic.

2. The design will be modern in style.

3. The station canopy will be the dominant architectural feature.

4. The station canopy will provide shade and protection from inclement weather while allowing for natural ventilation and daylight.







STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

Platform and Mezzanine

1. Platform and mezzanine will include the following key areas:
   a. Fare collection
   b. Queuing space
   c. Places for respite
   d. Appropriately sized passenger horizontal and vertical circulation
   e. Operations spaces

2. Space layout will be intuitive, efficient, and ensure passenger safety.

3. Areas will be designated to accommodate graphics, wayfinding signage and/or advertising in a consistent and integrated manner.

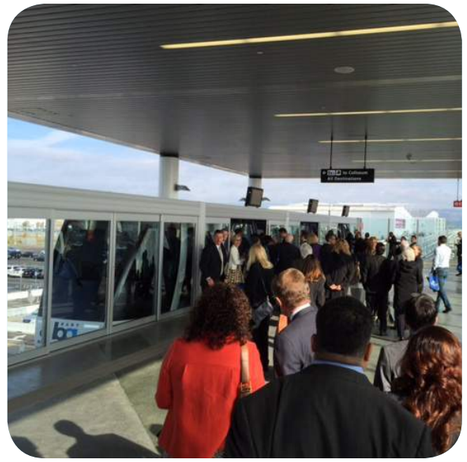
4. The platform edge barrier will be transparent or partially open to protect passengers and the roadway below.

Passenger Circulation

1. Escalators will be transit grade and shielded from inclement weather.

2. Stairs will be provided and sized to meet passenger demand.

3. Elevators enclosures and cabs will be transparent, to the extent feasible, and will allow for clear and unobstructed views.













STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

Materials and Color Palette

1. Station superstructure may be constructed of exposed concrete or other attractive materials.

2. Canopy materials will be light in color to reduce the urban heat island effect.

3. The color palette will be neutral in tone with color accents as appropriate

4. Material surfaces will be low glare.

5. Materials that are accessible to the public.

6. Materials will be selected that require minimal maintenance and are resistant to graffiti and vandalism.

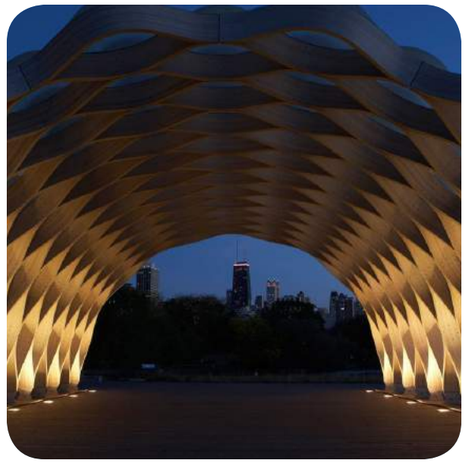
Lighting

1. Station canopies will have indirect accent lighting.

2. Lighting will clearly highlight pedestrian paths including those to stairs, escalators and elevators.

3. Accent and functional lighting will be strategically placed to minimize impacts on adjacent properties.

4. Accent and functional lighting controls will be programmable and sensor controlled to allow for various settings such as daytime, nighttime, and event lighting.













STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

OBJECTIVE:

The APM guideway is intended to be simple, elegant, and will be a unifying feature between stations. The guideway architecture will create a sense of movement that connects the stations.

GUIDELINES:

Superstructure

1. Guideway superstructure, including bents and column supports will be designed to read as one family.
2. Guideway profiles will be streamlined and with a horizontal expression.
3. Edges will be minimal in thickness to reduce perceived mass.
4. Transitions at crossovers will be smooth and rounded, rather than angular and sharp (in plan view).
5. Guideway superstructure soffit will be smooth.
6. Conduits, guideway equipment, walkways, drainage systems, and other utilities will be concealed from public view to the extent feasible.







STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

Supports

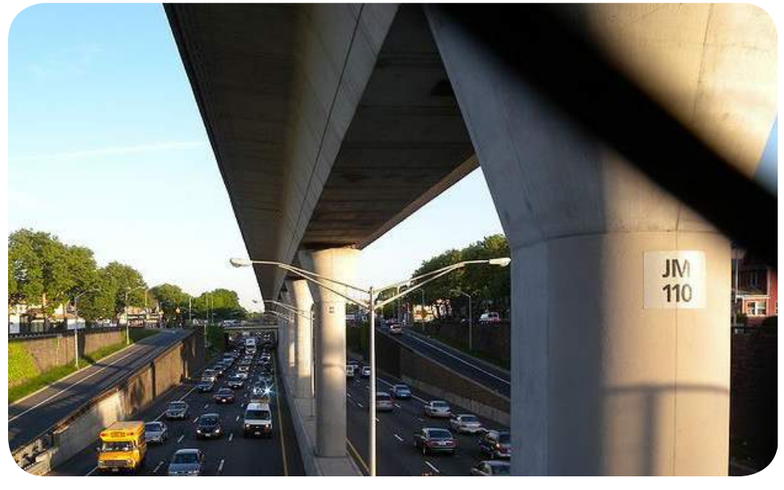
1. Column form will be consistent, integrated with the guideway superstructure, and designed to read as one a family.

2. Column superstructure configuration is listed in order of preference.
   a. Center column superstructure
   b. Cantilevered superstructure
   c. Straddle bents

3. Column size, space, and span will be balanced and optimized such that:
   a. Minimal column size with consistent spacing is preferred .
   b. Maximum distance between columns is preferred in balance with the proportion of the depth of the beam.
   c. Eccentrically loaded columns will need to be oblong in shape.
   d. Column locations and sizes will accommodate traffic and pedestrian safety.







Materials and Color Palette

1. Guideway superstructure may be exposed structural concrete.

2. Color palette will be neutral in tone and complement the station palette.

3. Materials will be resistant to graffiti and vandalism in areas accessible to the public.

Lighting

1. Where provided, guideway indirect accent lighting will complement station lighting design.

2. Light fixtures will be concealed or minimally visible to the extent feasible.

3. Accent and functional lighting will be strategically placed to minimize spillover to adjacent properties.

4. Code required lighting along the guideway will be designed to minimize visibility from the ground level.

STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.3 MAINTENANCE AND STORAGE FACILITY







OBJECTIVE:

The Maintenance and Storage Facility (MSF) will be easily-accessible by employees who serve and maintain APM trains.

GUIDELINES:

Massing

1. Massing and height will be minimized to the extent feasible and the minimum height will be derived from the function and program of the facility.

2. Rooftop equipment will be fully screened.

Materials and Color Palette

1. Transparent glazing shall be provided, maximizing daylight to the extent feasible.

2. Color palette to be uniform and neutral in tone with accent colors where appropriate

3. Material surfaces to be low glare.

4. Materials will be selected that require minimal maintenance and are resistant to graffiti and vandalism.

5. Roof surface will be light in color to reduce the urban heat island effect.

Lighting

1. Where provided, functional lighting will be placed to minimize spillover to adjacent properties.

2. Building entrances will be well lit.

3. Lighting will clearly highlight pedestrian paths including those to ramps, stairs, escalators and elevators.

STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.4 PASSENGER WALKWAY

OBJECTIVE:

Passenger walkways, where required, will be designed to provide clear and direct access from neighboring developments to the APM station(s).

GUIDELINES:

Massing

1. Walkways will be:
   a. Functional and simple in form.
   b. Complementary to the overall APM system design and visually integrated with the stations.
   c. Naturally ventilated while providing protection from wind driven rain, and sun.
   d. Transparent, providing natural daylight and views for pedestrians moving to and from the stations.
   e. Designed to include transparent or partially open screen walls of appropriate height to ensure the safety of pedestrians and the roadway below.





STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.4 PASSENGER WALKWAY

Materials and Color Palette

1. Walkways will be able to accommodate graphics, wayfinding signage and/or advertising within designated areas.

2. Color palette to be uniform and neutral in tone with color accents where appropriate.

3. Material surfaces will be low glare.

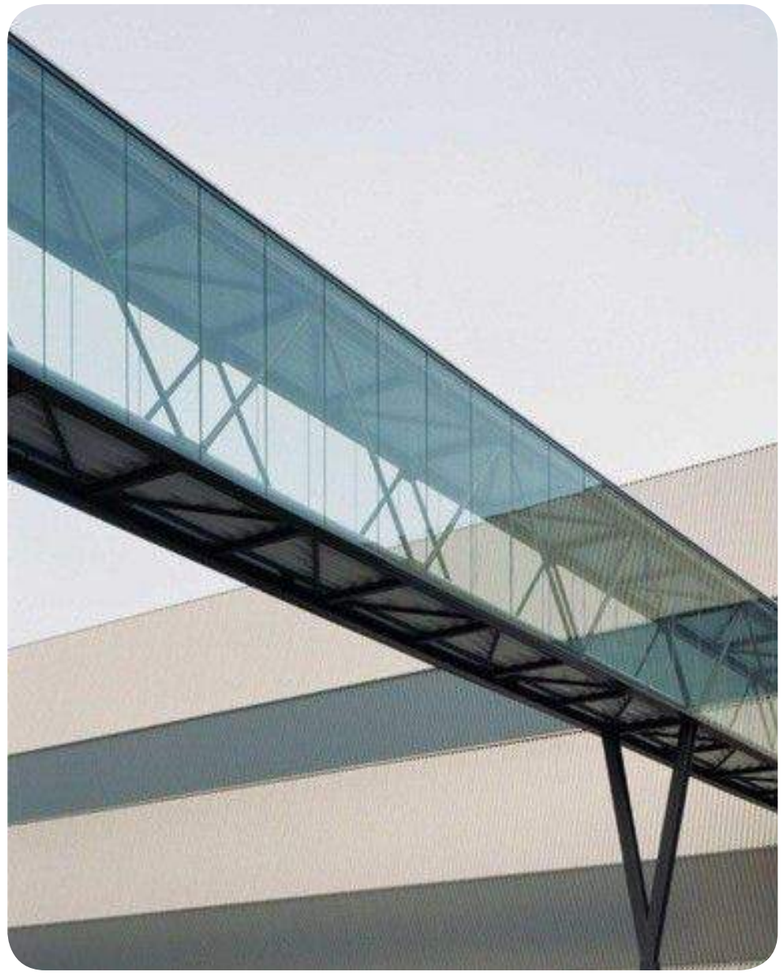
4. Materials that are accessible to the public will be resistant to graffiti and vandalism.

Lighting

1. Overall Lighting design will not interfere with roadway traffic below.

2. Accent lighting will complement station lighting design.

3. Accent and general lighting controls will be programmable and sensor controlled to allow for daytime, nighttime, and event settings.



STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.5 OTHER ARCHITECTURAL ELEMENTS

WALLS AND FENCES
OBJECTIVE:

Walls and fences for security and screening purposes as required will balance functionality with aesthetics to create an attractive environment.

GUIDELINES:

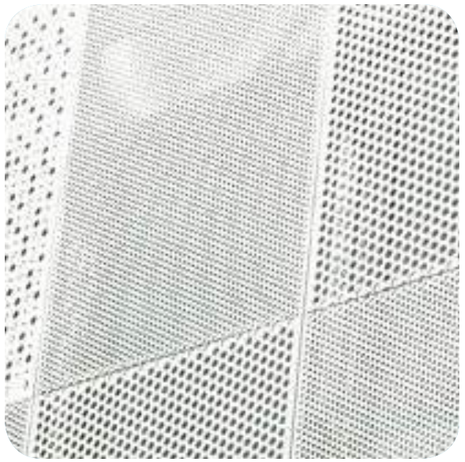
1. Decorative security walls and fences will be selected to screen and protect elements as required and will:
   a. Enclose equipment to minimize visual exposure to the public.
   b. Allow for space around equipment required for operations.

2. Screening and Security Fencing to be chosen from a set of options previously approved by the City of Inglewood.

3. Long expanses of walls and fences will be broken up with textural or recessed elements, landscape pockets, or changes in material.

4. Landscape elements are to be used in combination with walls and fences, but not in lieu of, where appropriate.





3.0 PUBLIC REALM AND STREETSCAPE GUIDELINES

PUBLIC REALM AND STREETSCAPE

3.1 General Public Realm and Streetscape Guidelines

OBJECTIVE:

Implement complete street design on areas that are adjacent to APM Guideway alignment. Accommodate all modes of transportation on streets, with particular attention to public transit vehicles and pedestrians. Provide places where people can gather and opportunities for activation of local businesses on adjacent parcels.

GUIDELINES:

1. Streetscape adjacent to APM stations will support significant pedestrian flows and provide easy access to local businesses.

2. Urban amenity areas will be designed to allow for places to sit and gather, and encourage social interaction.

3. Sidewalks will be lined with trees, where possible, to provide shade and create a comfortable, walkable pathway.

4. Future developments that are adjacent to APM stations will be easy to access and have attractive pedestrian connections.







PUBLIC REALM AND STREETSCAPE
3.2 STREETSCAPE

OBJECTIVE:

Streetscapes include roads, sidewalks, furnishings, lighting, landscapes and other open space amenities which combine to define the character of the street. At Market Street, Manchester Boulevard and Prairie Avenue, the ITC project will create a spacious public realm with wide sidewalks, planting areas and amenity zones that can accommodate large volumes of pedestrian traffic.





PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.1 SIDEWALKS

OBJECTIVE:

The sidewalk is a fundamentally important space within a neighborhood. The sidewalk represents the pedestrian realm and is located between the street curb and the property line. The primary function of the sidewalk is to provide a safe and accessible means of travel for pedestrians. The secondary function is to provide a vibrant place where people can enjoy the urban environment.

GUIDELINES:

1. Sidewalks will be sized to accommodate a wide variety of pedestrian traffic.

2. Pavement material and finish to be consistent with City of Inglewood's Public Works standards.

3. Beyond the typical standard, alternate paving typologies may be considered as follows:
   a. Unique paving patterns at areas of interests.
   b. Variations in paving material to help to define separation of spaces.
   c. Simple variations in concrete surfacing and textures.







PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.2 PLAZA AND OTHER URBAN AMENITY AREAS

OBJECTIVE:

The project should encourage the development of plazas and other urban amenity areas to the extent feasible. A plaza is an open area located in an urban context that encourages public gathering. Smaller underutilized spaces, contiguous to the sidewalk, provide additional opportunities for seating and other amenities.

GUIDELINES:

1. Plazas will feature landscape and seating elements.

2. Plazas will accommodate flexible opportunities for retail and other local businesses.

3. Urban amenity areas which are smaller than plazas have the same programmatic options but will not include as wide a range of uses.

4. Urban amenity areas will respond to their particular context and maximize available space in order to have the most beneficial impact on the streetscape and public realm.







PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.3 LIGHTING

OBJECTIVE:

Street lights are essential for creating a lively and safe nighttime environment. Street lights should be dual-purpose and provide lighting for the roadway and pedestrian-scale lighting for sidewalks as applicable.

Pedestrian lighting creates a more comfortable level of light for pedestrians and contributes to the overall experience and identity of the street. It also improves security and safety by properly illuminating sidewalks, curb ramps, barriers and informational signage for users.

GUIDELINES:

1. City of Inglewood's requirements for street and pedestrian lighting will be followed.

2. Along primary pedestrian circulation routes, light fixtures and incidental light sources will provide a continuous light level of 3-foot candles to help pedestrians better distinguish color, size, and shape.

3. Any unique lighting effects created by guideways and stations must be considered and street and pedestrian lighting will be designed to consistently meet the standard of lighting established by City of Inglewood requirements.

PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.4 STREET TREES

OBJECTIVE:

Street trees and integrated landscaping foster an attractive, comfortable, and walkable environment. Trees add value by cooling down streets and sidewalks on hot days, providing zones for respite, improving air quality, and assisting with reduction of embodied carbon and stormwater runoff.

GUIDELINES:

1. Trees will be planted on both sides of the roadway where possible to create an allee.

2. Trees will be positioned at regular intervals relative to APM guideway column supports to create a consistent rhythm.

3. Within each median, below the APM guideway at Market Street, a combination of street trees and plantings will be provided. They will be composed in a manner that responds to the guideway support and any other streetscape elements.

4. City of Inglewood's approved street tree list will be used as a basis for all sections.

5. Trees that can flourish in areas of heavy shade created by the APM guideway will be prioritized.





PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.4 STREET TREES (CONTINUED)

6. Trees that allow for visibility to the other side of the street will be part of the selection criteria.

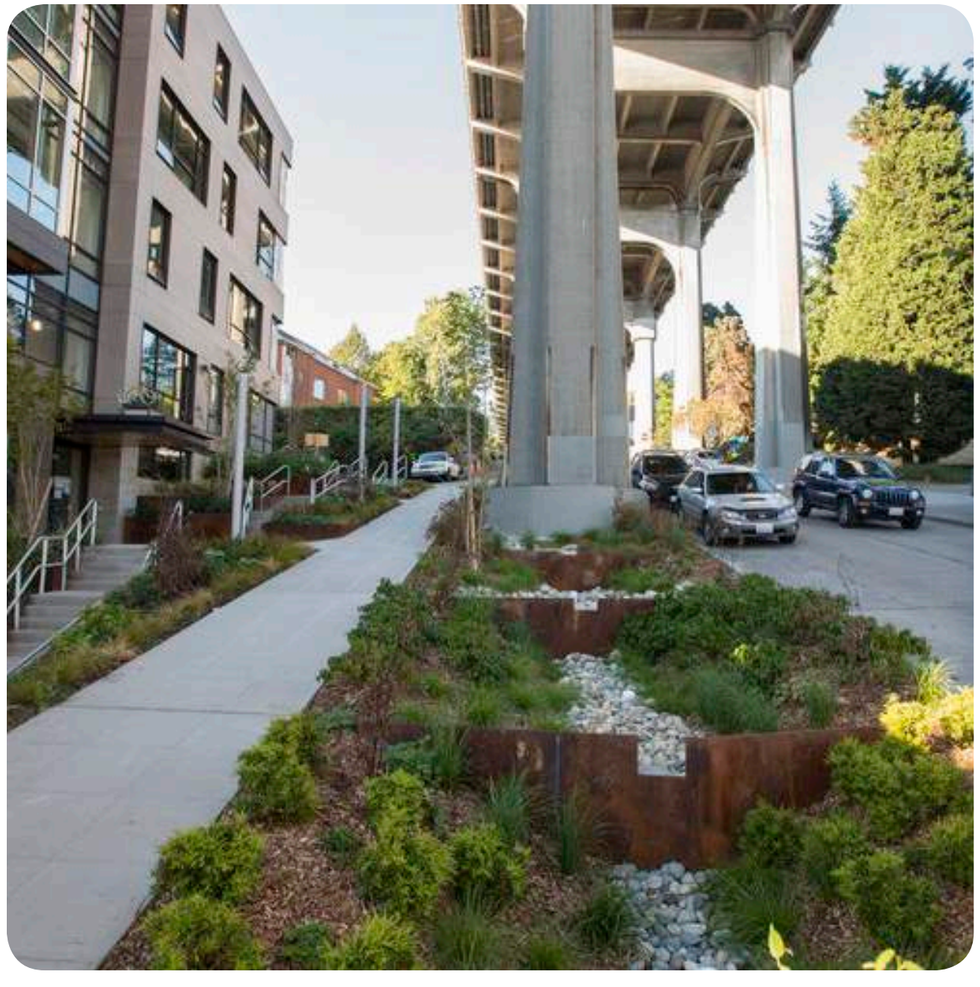
7. An arborist report surveying the health of all existing trees along the length of the APM Guideway will be required.

8. Where feasible, existing trees will remain.

9. The quantity and species of existing trees removed by the ITC Project will be replaced in accordance with the City's current landscape guidelines.

10. Protected species in the Inglewood Municipal Code, Tree Preservation will remain.

11. City of Inglewood guidelines for tree spacing will be followed, considering species of trees and the desired canopy coverage.



PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.5 PLANTINGS

OBJECTIVE:

Install small scale landscape adjacent to streets in planting zones to help soften the street corridor and provide clear separation between pedestrians and vehicular traffic.

GUIDELINES:

1. A combination of plants will be used to create seasonal horticultural “events”, visual interest and texture on the ground plane.

2. Planting zones will capture stormwater runoff where feasible, and allow for infiltration into the ground.

3. Pass-through and step out areas between planting zones should be paved with permeable pavers to allow for water infiltration where feasible.

4. At planting zones within or adjacent to publicly occupied spaces, plants that are potentially hazardous to pedestrians and pets will not be utilized.

5. Selected plants will tolerate radiant heat from the sidewalk or street surface.

6. Low maintenance and drought tolerant plants will be prioritized, particularly those that do not require irrigation upon maturity.







PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.6 IRRIGATION

OBJECTIVE:

The design and installation of supplemental irrigation systems will be necessary for the establishment of new trees and plantings.

GUIDELINES:

1. Irrigation will conform to the City of Inglewood water conservation requirements.

2. Irrigation will be installed at all trees and planting zones.

PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.7 SITE FURNISHING

OBJECTIVE:

Street furnishings along Market Street, Manchester Boulevard, and Prairie Avenue contribute to an improved street life, providing places for respite, interaction, and comfort. They also encourage socialization and increase enjoyment of the urban environment. The aesthetic qualities of furnishings will complement each other and visually reinforce the overall design of the streetscape.

GUIDELINES:

1. Seating may be provided in areas with high concentrations of pedestrian activity.

2. Seating will be integrated with raised planter beds where appropriate.

3. Seating will be designed to accommodate transit users and will be provided at transit stops.

4. Seating will be designed and configured to discourage loitering.

5. Waste and recycling receptacles will be located at pedestrian walkways, seating areas, transit stops, public plazas, and other pedestrian gathering areas.





3.2 STREETSCAPE

3.2.7 SITE FURNISHING (CONTINUED)

6. Waste and recycling receptacles will be placed close to the street on the sidewalk, ideally in immediate proximity to each intersection with at least one receptacle per intersection provided.

7. Additional receptacles in pass-through zones are encouraged on high-traffic and retail streets.

8. All trash receptacles must be covered.

9. Bike racks must be durable and sturdy and designed to enable both wheels of a bicycle to be safely secured.

10. Bike racks will be located along walkways, near building entrances, intersections, transit stations, bus shelters, and any other pedestrian gathering areas, to the extent feasible.



PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.8 PARKING LOTS

OBJECTIVE:

Surface parking lots located on Market Street and Manchester Boulevard will be attractive and well-lit. Plants will be incorporated to provide shade and decorative separation of spaces, to the extent feasible. Trees and plantings cool the parking lot surface during warm days, reduce stormwater runoff, and beautify the parking lot area.

GUIDELINES:

1. Distinctive markings and wayfinding elements that ensure clear separation between pedestrians and vehicles will be provided where feasible.

2. Emergency call boxes will be incorporated.

3. Permeable concrete or permeable pavers will be used at parking stalls at surface parking lots. Asphalt will be used at drive aisles.

4. Planting zones will be provided to separate parking stalls from sidewalks,

5. Trees will be planted at a minimum ratio of one tree per 10 parking spaces, not including the trees along the street edge of the parking lot.

6. Landscaping should be spaced so as not to obstruct traffic or obscure visibility.







4.0 SUSTAINABILITY

SUSTAINABILITY

4.1 PURPOSE AND APPLICABILITY

The sustainability guidelines establish a list of green measures to be incorporated into the design, construction, and operation of facilities of the ITC. The ITC project will be designed and constructed to achieve Silver Award Certification under the Envision™ Sustainable Infrastructure Rating System.

In addition, the guidelines below identify the City's applicable sustainability priorities for the ITC project. These priorities should be incorporated as much possible into the project design while achieving the required Envision Silver Award certification.

These guidelines apply to all components of the ITC project including the APM guideway and stations, passenger walkways and the MSF. A life cycle assessment (LCA) may be conducted to compare various design alternatives to identify the lowest impact approach.





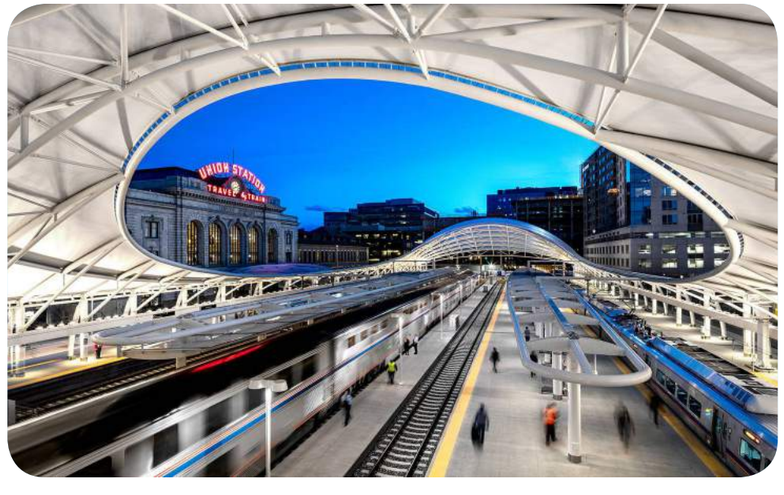
SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.1 INTEGRATED DESIGN

GUIDELINES:

The ITC project should use an integrated design approach to arrive at design decisions. Integrated design brings together all major design disciplines including architecture, planning, structural, landscape, mechanical, electrical and plumbing and other specialties in order to collaborate in the most effective way to meet programmatic goals with lowest feasible lifecycle environmental impacts. Design teams should also consider including representatives from facilities maintenance and future users to make informed decisions about how projects will be used and maintained.







SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.2 SITE DESIGN

The following is provided for reference only. Please keep the components of this section in mind during the development of the project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.







OBJECTIVE:

While the core of the ITC project is anchored in public transportation, the project should also facilitate the use of other low impact forms of transportation such as walking, bicycling, carpooling, and the use of electric and alternative fuel vehicles.

To facilitate this objective, stairways and pedestrian pathways should be designed to be easily identified, accessible, comfortable and visually appealing. Similarly, bike parking, carpool parking, electric vehicle charging stations and public transportation connections should be convenient and easy to locate.

The ITC project should also incorporate landscaped outdoor spaces and to reduce heat island impacts. Reductions could be achieved by reducing hardscape areas and increasing landscape. Landscaped areas can serve to reduce heat island effects while also functioning as stormwater detention and treatment. Other strategies for heat island reductions include the use of cool roof materials and light colored construction materials.

SUSTAINABILITY

4.2 GENERAL GUIDELINES

4.2.2 SITE DESIGN

SITE PLANNING TABLE

	GUIDELINES	APM GUIDEWAY & STATIONS	MSF	TRANSIT CENTER
01	Provide vegetated open space equal to 30% of the total project site area (including building footprint), with a minimum of 25% of that outdoor space being vegetated or having overhead vegetated canopy.	M	M	M
02	Implement strategies to reduce impact from storm water runoff for at least the 85th percentile of regional or local rainfall events using low-impact development (LID) and green infrastructure. Project must conform with City of Inglewood LID standards	F	M	M
03	Drainage systems designs must manage and capture Stormwater runoff to the maximum extent feasible through, in order of priority: infiltration, evapotranspiration, capture and use, and treatment with a high removal efficiency biofiltration/biotreatment system.	M	M	M
04	Provide secure bicycle parking for 5% of tenant-occupied motorized vehicle parking capacity, with a minimum of one space, and locate bicycle storage within 200 yards from a bicycle network that connects to services that are within a 3-mile bicycling distance of the project boundary.	F	F	F
05	Provide changing/shower facilities to support bicycle commuting. Provide at least one on-site shower with changing facility for the first 100 regular building occupants and one additional shower for every 150 regular building occupants thereafter.	N/A	F	N/A
06	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles, including low-emitting, fuel-efficient and carpool/van pool vehicles.	M	M	M
07	Provide infrastructure including electrical system capacity and raceways for future electric charging stations for 10% of total parking spaces.	M	M	M
08	Provide vegetative or man-made shading devices for all fenestration on east-, south-and west-facing walls.	M	M	M
09	For opaque wall areas use wall surfacing with solar reflectance index (SRI) 25 (aged), for 75% of opaque wall areas	M	M	M
10	Reduce heat island effect- Hardscape per City of Inglewood EECAP. Use one or a combination of strategies 1 through 4 for 75% of site hardscape: Provide shade trees (mature within 5 years of occupancy). Use light-colored materials with an initial solar reflectance value of at least 0.30. Use open-grid pavement system or a pervious or permeable pavement system. Use solar panel arrays to create a canopy shade system.	M	M	M
11	Reduce heat island effect per City of Inglewood EECAP. Use roofing materials having a minimum 3-year aged solar reflectance and thermal emittance or install a roof with a thermal mass over the roof membrane, including areas of vegetated (green) roofs	M	M	M
12	Energy systems will be monitored through a Building Management System (BMS) and submetering, resulting in an integrated energy management system.	M	M	M

M= Mandatory, F= If Feasible, N/A= Not Applicable, Y= Yes, N= No

SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.3 ENERGY EFFICIENCY

The following is provided for reference only. Please keep the components of this section in mind during the development of the project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

The purpose of this section is to achieve energy efficiency and maximize the use of renewable energy in the project above and beyond minimum code requirements.

GUIDELINES:

Where California Energy Efficiency Standards apply, the project should be 15% more energy efficient than allowed. For energy-using equipment not governed by California Energy Efficiency Standards, best available energy efficient technologies should be used. Advanced commissioning of building systems should be conducted to ensure systems are operating as designed.

To achieve energy use reduction, passive strategies taking advantage of the favorable local climate should be considered where feasible. The use of solar canopies as shade structures in addition to roof-mounted solar is another energy saving strategy.





SUSTAINABILITY

4.2 GENERAL GUIDELINES

4.2.3 ENERGY EFFICIENCY

ENERGY EFFICIENCY AND RENEWABLE ENERGY TABLE

	GUIDELINES	APM GUIDEWAY & STATIONS	MSF	TRANSIT CENTER
01	Newly installed outdoor lighting power is no greater than 90% of the Title 24, Part 6 calculated value of allowed outdoor lighting power.	M	M	M
02	For building projects that include indoor lighting or mechanical systems, but not both, the Energy Budget is no greater than 90% of the Title 24, Part 6 Energy Budget for the Proposed Design Building. Low water/ Full Sun/ CA Native	F	M	M
03	For building projects that include indoor lighting and mechanical systems, the Energy Budget is no greater than 85% of the Title 24, Part 6 Energy Budget for the Proposed Design Building.	M	M	M
04	Use on-site renewable energy for at least 1% of the annual electrical use.	F	F	F
05	Participate in the local utility's renewable energy portfolio program that provides a minimum of 50% electrical power from renewable sources. Maintain documentation through utility billings.	F	F	F
06	If solar is not immediately feasible, prewire for future rooftop electrical solar system.	M	M	M
07	Traction elevators shall have a regenerative drive system that feeds electrical power back into the building grid when the elevator is in motion.	M	M	F
08	A parked elevator shall turn of its car lights and fan automatically until the elevator is called for use.	M	M	F
09	An escalator shall have a VVVF motor drive system that is fully regenerative when the escalator is in motion.	M	M	F
10	Design high performance energy systems for and employ techniques in steel framing to avoid thermal bridging.	M	M	F
11	Conduct whole building commissioning for all building systems covered by Title 24, Part 6, process systems and renewable energy systems.	M	M	F
12	Energy systems will be monitored through a Building Management System (BMS) and submetering, resulting in an integrated energy management system.	M	M	F

M= Mandatory, F= If Feasible, N/A= Not Applicable, Y= Yes, N= No

SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.4 WATER EFFICIENCY AND CONSERVATION

The following is provided for reference only. Please keep the components of this section in mind during the development of the project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

In order to reduce excessive water consumption, the project should identify and implement appropriate opportunities to reduce or eliminate potable water use indoors and in landscape areas.



SUSTAINABILITY

4.2 GENERAL GUIDELINES

4.2.4 WATER EFFICIENCY AND CONSERVATION

WATER EFFICIENCY AND CONSERVATION TABLE

	GUIDELINES	APM GUIDEWAY & STATIONS	MSF	TRANSIT CENTER
01	Capture rain water and reuse for toilet flushing, car/train washing, and/or irrigation.	F	F	F
02	Connect to and use municipal recycled water for landscape irrigation, toilet flushing, or car or train washing.	F	F	F
03	Filter and reuse wash/rinse water for car/ train wash.	M	M	M
04	Reuse greywater for landscape irrigation	F	F	F
05	Design xeriscape landscape to use no water irrigation once plants are established.	M	M	M
06	Use drought tolerant/ low water use plants with drip irrigation.	M	M	M
07	Use weather-based irrigation controller.	N/A	M	M
08	Install low flow faucets, low flow flush futures (HET) 1.28 gallons per flush or less.	M	M	M
09	Install showerheads with max flow rate of 2.0 gallons per minute or less (GPM).	N/A	M	F
10	Use best available water efficiency technologies for cooling towers.	M	M	M
11	Use recycled water in place of potable water at concrete batch plant.	F	F	F
12	Install separate submeters shall be installed as follows: For each individual leased, rented or other tenant space within the building projected to consume more than 100 gal/day. Where separate submeters for individual building tenants are unfeasible, for water Supplied to the following subsystems: a. Makeup water for cooling towers where flow through is greater than 500 gpm (30 L/s) b. Makeup water for evaporative coolers greater than 6 gpm (0.04 L/s) c. Steam and hot-water boilers with energy input more than 500,000 Btu/h (147 kW	N/A	F	M
13	Cooling Tower Water use cycles will be optimized for chemical use reduction in water treatment.	N/A	F	F

M= Mandatory, F= If Feasible, N/A= Not Applicable, Y= Yes, N= No

SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.5 MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

The following is provided for reference only. Please keep the components of this section in mind during the development of the project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.





OBJECTIVE:

In order to reduce the environmental impact from the use of construction materials, the project should minimize the use of virgin materials. This can be accomplished by increasing the use of materials that are: reused, recycled, rapidly renewable, locally sourced, and durable. In order to determine the best approach to reducing the overall environmental impact from use of materials, a life cycle assessment (LCA) could be used.

SUSTAINABILITY

4.2 GENERAL GUIDELINES

4.2.5 MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

MATERIAL CONSERVATION AND RESOURCE EFFICIENCY TABLE

	GUIDELINES	APM GUIDEWAY & STATIONS	MSF	TRANSIT CENTER
01	Select building materials or products for permanent installation on the project that have been harvested or manufactured in California or within 500 miles of the project site. Select building materials or products for permanent installation on the project that have been harvested or manufactured in California or within 500 miles of the project site.	F	F	F
02	Divert construction and demolition debris from the landfill. All projects must divert at least 75% of construction and demolition debris and 100% of uncontaminated land clearing debris (green waste, soil, rocks).	M	M	M
03	An end-of-life plan, including deconstruction & reusability/recyclability of materials, will be developed.	M	M	M
04	At least 50%, with a goal of 95% , of operational waste will be diverted from landfill through robust recycling and e-waste infrastructure.	M	M	M
05	Use rapidly renewable materials made from plants harvested within a ten-year cycle.	F	F	F
06	Use salvaged, refurbished, refinished or reused materials.	M	M	M
07	Use materials, equivalent in performance to virgin materials, with a total (combined) recycled content value (RCV) of not be less than 15% of the total material cost of the project.	F	F	F
08	Use concrete made with recycled content such as fly ash or slag.	M	M	M
09	Use concrete made with recycled aggregate.	M	M	M
10	Conduct a whole building life cycle assessment, including operating energy, showing at least 10% improvement above baseline building.	F	M	F

M= Mandatory, F= If Feasible, N/A= Not Applicable, Y= Yes, N= No

SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.6 ENVIRONMENTAL QUALITY

The following is provided for reference only. Please keep the components of this section in mind during the development of the project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

The project will provide a high quality, sustainable indoor environment that protects and enhances the health and comfort of occupants.

GUIDELINES:

Regularly occupied spaces should be designed to maximize natural daylighting and views of the outdoors. Individual occupant comfort should be considered by maximizing the use of individual controls in thermal and lighting systems. Indoor spaces should use high efficiency air filtration and should create a comfortable indoor acoustical environment. Materials and systems should be selected that will provide for a healthy indoor environment including considerations of off-gassing.

SUSTAINABILITY

4.2 GENERAL GUIDELINES

4.2.6 ENVIRONMENTAL QUALITY

ENVIRONMENTAL QUALITY TABLE

	GUIDELINES	APM GUIDEWAY & STATIONS	MSF	TRANSIT CENTER
01	Provide temporary ventilation during construction in accordance with Section 121 of the California Energy Code, CCR, Title 24, Part 6 and Chapter 4 of CCR, Title 8.	M	M	M
02	If the HVAC system is used during construction, use return air filters with a MERV of 8.	M	M	M
03	Flush out the building with outside air prior to occupancy or perform Indoor Air Quality (IAQ) testing prior to occupancy.	M	M	M
04	Cover duct openings and protect of mechanical equipment during construction.	M	M	M
05	Select adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers and caulks that comply with local or regional air pollution control or air quality management district rules where applicable or SCAQMD Rule 1168 VOC limits.	M	M	M
06	Install low emitting carpet, carpet cushion and carpet adhesive in the building interior to meet the requirements of the Carpet and Rug Institute's Green Label program.	M	M	M
07	Use materials with no added urea formaldehyde including insulation, wood products, particle board, fiberboard, and adhesives.	M	M	M
08	Install entryway systems to prevent contaminants from entering buildings.	F	M	M
09	In mechanically ventilated buildings, provide regularly occupied areas of the building with air filtration media for outside and return air prior to occupancy that provides at least a MERV of 13.	M	M	M
10	Install CO2 monitors in regularly occupied areas.	M	M	M
11	Design for thermal and lighting comfort by providing for individual work spaces to control their own environment and for the majority of shared spaces to have independent lighting and thermal controls.	N/A	M	N/A
12	Provide daylit spaces for building occupants.	N/A	M	M
13	Design exterior wall and roof-ceiling assemblies for buildings exposed to a noise level of 65 dB Leq-1Hr during any hour of operation shall have exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).	M	F	M
14	Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.	N/A	F	M
15	Install HVAC and refrigeration equipment that does not contain HCFCs.	M	M	M

M= Mandatory, F= If Feasible, N/A= Not Applicable, Y= Yes, N= No

5.0 IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.1 APPLICABILITY

APPLICABILITY:

The ITC Design Guidelines shall only apply to the ITC system (as defined in Chapter 1 of the ITC Design Guidelines). Additionally, the ITC Design Guidelines shall be taken into the consideration by the City (including, without limitation, its Public Works Department and Planning and Building Safety Divisions) when reviewing other, non-ITC projects located within or adjacent to the Transit Corridor Overlay Zone areas to the maximum extent feasible as part of the review process(es) applicable to such project pursuant to the City's Municipal Code.

5.2 AUTHORITY AND IMPLEMENTATION

AUTHORITY AND IMPLEMENTATION:

The Public Works Director or his/her designee shall, in consultation with the Planning Division Manager or his/her designee, have the authority to review each ITC system project for compliance with all applicable provisions of (i) the ITC Design Guidelines, (ii) all additional technical, aesthetic, and other specifications contained in the procurement document(s) for the applicable ITC system component(s), and (iii) all requirements of the Mitigation Monitoring and Reporting Program set forth in the ITC's Final Environmental Impact Report.

[Note: Additional details regarding review timelines and other submittal requirements are in the process of being developed by the Department of Public Works, in consultation with other City departments and its consultant team. Chapter 5 will be supplemented with these additional details when available.]

END

Appendix 3.0.4

ITC Construction Scenarios or the EIR, June 2020

Inglewood Transit Connector (ITC): Construction Scenarios for the Environmental Impact Report (EIR)

June 30, 2020
City of Inglewood

Prepared by Pacifica Services Inc.

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ATTACHMENT: Construction Phasing 20

2.6.1. CONSTRUCTION SCENARIOS

2.6.1.0 Construction Phases:

Construction of the proposed Project would occur in four phases throughout a five-year period between 2022 and 2026. The first phase of construction would be the demolition of the commercial property for the Market Street Station, for the Vons and gas station on Manchester, and for the commercial building on the southeast corner of Manchester and Market Street. The phase will also include the start of the MSF structure; this construction would begin at the end of 2023 and finish by the end of 2023. The second phase of construction would occur along Prairie Avenue from Hardy Street to Manchester Boulevard; this construction would begin early 2023 and finish early 2025. The third phase of construction would occur along Manchester Boulevard from Prairie Avenue to Market Street, and Market Street from Manchester Boulevard to Florence Avenue; this construction would begin early 2024 and finish early 2026. The fourth phase of construction would occur along the entire length of the alignment and primarily incudes installation of the Automated People Mover (APM) System's operations, and testing and commissioning; this work would begin mid- 2023 and finish by approximately mid-2026; the initial activities for phase four (The manufacturing of the APM Operating System) would occur off-site with on-site activities beginning to occur towards the end of the phase one construction when sufficient aerial structure is available for the installation of the equipment.

In order to meet schedule constraints, multiple project phases mentioned above may be under design and construction concurrently to meet the requirements of a design-build delivery strategy. Construction of the proposed Project is contingent on Project approvals, which are projected to be obtained in 2021. The general sequence of construction developed for analysis in this environmental impact report (EIR) represents the best available information.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and / or night hours. Additionally, construction of the APM guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours in order to minimize impacts to daily commuter traffic and potential event traffic. Where certain construction activities (such as foundations) may require partial roadway/lane closures, it is expected that the maintenance of traffic strategy will include potential lane reversals (or contra-flow) during the peak hours in the peak hour direction – which would be different between the a.m. and p.m. peak hours. Assumptions for construction shifts are as follows:

- APM guideway, columns and station components located along Prairie Avenue and Manchester Boulevard would be constructed over a 16 hour / day schedule with two shifts. The night shift would occur from approximately 11:00 p.m. to 7:00 a.m., the day shift would occur from approximately 7:00 a.m. to 3:00 p.m. Other minimal construction work could occur between 3:00 p.m. to 11:00 p.m. Delivery of construction materials would occur during the night shift, as would most lane closures. Construction activities during the day shift would primarily consist of work that could proceed without requiring lane closures or significant disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard.

- APM guideway, columns and station components located along Market Street between Manchester Avenue and Florence Avenue, and other remaining construction activity would occur over a 16 hour / day schedule with two shifts. The morning shift would occur from

approximately 7:00 a.m. to 3:00 p.m., and the evening shift from approximately 3:00 p.m. to 11:00 p.m.

Phase 1: Demolition of commercial property for Market Street Station, for Vons and the gas station on Manchester, and the commercial building on the southeast corner of Manchester and Market Street. The phase will also include the start of construction for the (MSF) Maintenance and Storage Facility Structure.

The first phase would include the demolition of property acquisitions, building demolitions, utility relocations, cast-in-place (CIP) columns and slabs, foundations for the initial construction of the Maintenance and Storage Facility (MSF). Additional work in the area will commence in Phase 4 for the completion of the aerial construction of the APM and the Hollywood Park Station. After the demolition, the remaining asphalt flatwork area within the lot will provide suitable space for construction staging including but not limited to space for equipment storage, material staging and storage, temporary concrete batch plants, if needed, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration. As previously discussed, the first phase of construction would occur between the end of 2022 and the end of 2023. Major elements include the following:

- This stage of construction would focus on the demolition of property/parcel acquisitions, as needed. Some of the areas to be demolished will be used for construction staging.

- Utility locations for protection in place, possible utility relocations, and new utility installation for utilities such as: electrical, water lines, gas lines, storm drains, sewer lines, temporary traffic signals and streetlights.

- Removal and disposal of existing sidewalks, roadways, landscape, medians, and demolition as needed, including the new or temporary pavement and asphalt for road work and sidewalks.

The installation of the traction power substation will occur at TPSS and at the Maintenance Storage Facility (MSF) for the electrical equipment and subsystems.

Maintenance and Storage Facility (MSF)

The demolition of the existing Vons building, gas station, and other building structures will allow the construction of the building structure and traction power substation. Remediation of the underground storage tanks at the gas station will be required as part of the demolition. The remaining asphalt flatwork area within the lot will provide suitable space for construction staging including but not limited to space for equipment storage, material staging and storage, temporary concrete batch plants, if needed, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

Phase 2: Prairie Avenue from Arbor Vitae Street to Manchester Boulevard

The second phase would include enabling the construction sequence of the APM along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard. This phase includes demolition, utility relocations, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders, and the construction of the MSF. Additional work in the area will commence in Phase 4 for the APM system installation, testing and commissioning, and the Forum Station. As

previously discussed, the second phase of construction would occur between early 2023 and early 2025.

- Removal of existing sidewalks, roadways, landscaping, and demolition as needed. This work includes new or temporary pavement and asphalt for road work and sidewalks.

- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer lines, temporary traffic signals and streetlights.

- Completion of the MSF building shell, roofing structure, and second level platform for the storage and testing of trains.

- The installation of a K-Rail system to delineate the construction area, which includes approximately twenty-two feet of public ROW from the westerly face of curb, excluding sidewalks, along Prairie Avenue from Hardy Street to Manchester Boulevard. This area will include the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The twenty-two feet would span several foundations and columns to minimize the construction area into phased construction staging sections along Prairie Avenue. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.

- The contractor would then switch to the east side of Prairie Avenue and install the K-rail system again to delineate the construction area and utilize approximately fifteen-feet of public ROW starting from the easterly face of curb, excluding sidewalk, from Hardy Street to Manchester Boulevard. If needed, contractor may also utilize an easement or utility setback to secure staging areas. These areas would include the installation of foundations, CIP columns, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The fifteen-foot staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Prairie Avenue. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.

- Installation of the traction power substations prefabricated building for the electrical equipment and subsystems at the MSF and Civic Center ITF sites. The station at the Civic Center ITF may be below grade.

- Aerial construction of the railway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements. This work would include temporary closures during the following activities for safety measures:

    - During the formwork phase, traffic would not be allowed to pass underneath the structure.
    - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. temporary lane closures would be necessary.

- The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area will occur when required

Phase 3: Manchester Boulevard from Prairie Avenue to Market Street, and Market Street from Manchester Boulevard to Florence Avenue

The third phase would include enabling the construction sequence of the APM along Manchester Boulevard from Prairie Avenue to Market Street, and Market Street from Manchester Boulevard to Florence Avenue. The work will include an above-ground pedestrian access walkway to the Metro Crenshaw/LAX Line's Downtown Inglewood Station, property acquisitions, building demolition, utility relocation, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders. This phase includes sitework completion to the MSF. Additional work in the area will commence in Phase 4 for the APM system installation, testing and commissioning, for the three (3) stations. As previously discussed, the third phase of construction would occur between late 2025 and early 2026.

- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer lines, temporary traffic signals and streetlights.

- Removal of existing sidewalks, roadways, landscaping, and demolition as needed. This work includes new or temporary pavement and asphalt for road work and sidewalks.

- The installation of a K-Rail system to delineate the construction area, which includes approximately twenty-two feet of public ROW from southerly face of curb, excluding sidewalks, along Manchester Boulevard from Prairie Avenue to Market Street. This area will include the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The twenty-two feet would span several foundations and columns to minimize the construction area into phased construction staging areas along Manchester Boulevard. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra flow) will be implemented to facilitate the peak hour traffic direction.

- The contractor would then switch to the north side of Manchester Boulevard and install the K-rail system again to delineate the construction area and utilize approximately twenty-two feet of public ROW starting from the northerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street. This area will include the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The twenty-two-foot staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Manchester Boulevard. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.

- The installation of the traction power substation prefabricated building for the electrical equipment and subsystems.

- The completion of the MSF.

- Aerial construction of the railway formwork with precast trapezoidal troughs and girders, and completion of stations and mezzanines with vertical circulation elements. This work would include temporary closures during the following activities for safety measures:

    - During the formwork phase, traffic would not be allowed to pass underneath the structure.
    - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. temporary lane closures would be necessary.
    - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area will occur when required

Market Street from Manchester Boulevard to Florence Avenue

This sub-phase will include the mobilization of equipment, demolition, utility relocations, excavation and installation of piles for the foundations and single and double columns, CIP columns, straddle bents and the precast trapezoidal troughs and girders.

- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer lines, temporary traffic signals and streetlights.

- Removal of existing sidewalks, roadways, landscaping, medians, demolition of buildings, as needed, and a contractor staging area. This work includes new or temporary pavement and asphalt for road work and sidewalks.

- The installation of two rows of K-Rail systems along Market Street to delineate the rectangular perimeter of the construction area, which includes approximately twenty-five feet of public ROW in the center of Market Street, starting from Manchester Boulevard to Florence Avenue. This area will include the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and for supports directly under the guideway. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) lanes may be implemented to facilitate the peak hour traffic direction.

- Aerial construction of the railway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements. This work would include temporary closures during the following activities for safety measures:

    - During the formwork phase, traffic would not be allowed to pass underneath the structure.
    - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. temporary lane closures would be necessary.
    - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area and at the Market/Florence CVC shopping center that will be demolished; delivery to the construction areas will occur when required.

Phase 4: APM Operation Systems Manufacturing and Installation, Testing and Commissioning

The fourth phase would include enabling the completion of the aerial construction elements including the installation of the APM system's operations, track work, station platform equipment and systems, completion of the traction power substations, testing and commissioning of the full APM system, completion of all surface construction activities including but not limited to all electrical, mechanical and utilities energizations. As previously discussed, the fourth phase of construction would occur between late-2025 and mid-2026.

- These components will have temporary lane closures and/or a K-rail system as needed, for accessing the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.

2.6.1.1 Construction Hours

Construction activity would primarily occur over a 16 hour / day schedule with two shifts, either a morning shift from approximately 7:00 a.m. to 3:00 p.m. and an evening shift from approx. 3:00 p.m. to 11:00 p.m., or a morning shift from approximately 7:00 a.m. to 3:00 p.m. and a night shift from approximately 11:00 p.m. to 7:00 a.m.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and / or night hours. Additionally, construction of the APM guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours in order to minimize impacts to daily commuter traffic and potential event traffic. Delivery of construction materials would occur during the night shift, as would most lane closures. Construction activities during the day shift would primarily consist of work that could proceed without requiring lane closures or significant disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, it can be anticipated that some minor activity would occur during periods in between construction shifts for logistics, moving equipment, etc. An adjusted workload intensity is assumed for these periods of minor activity, as shown in red in the ITC Construction Intensity Assumptions table below.

Pursuant to Section 5-41 of the Inglewood Municipal Code, construction between the hours of 8:00 p.m. and 7:00 a.m. of the next day will require a permit from the Permits and License Committee of the City. The proposed Project will secure a permit(s) from the Permits and License Committee to allow for construction work activities to occur between the hours of 8:00 p.m. and 7:00 a.m. Due to safety and/or noise concerns, evening and nighttime activities may be less than daytime activities. The anticipated hourly construction intensity has therefore been adjusted across the evening and nighttime hours, as indicated below.

ITC Construction Intensity Assumptions

Morning/Evening Shift (7am-3pm, 3pm-11pm)		
	Hour	Hourly Work
Nighttime	12:00 AM – 1:00 AM	25%
	1:00 AM – 2:00 AM	25%
	2:00 AM – 3:00 AM	25%
	3:00 AM – 4:00 AM	25%
	4:00 AM – 5:00 AM	25%
	5:00 AM – 6:00 AM	25%
	6:00 AM – 6:59 AM	25%
Daytime	7:00 AM – 8:00 AM	100%
	8:00 AM – 9:00 AM	100%
	9:00 AM – 10:00 AM	100%
	10:00 AM – 11:00 AM	100%
	11:00 AM – 12:00 PM	100%
	12:00 PM – 1:00 PM	100%
	1:00 PM – 2:00 PM	100%
	2:00 PM – 3:00 PM	100%
	3:00 PM – 4:00 PM	100%
	4:00 PM – 5:00 PM	100%
	5:00 PM – 6:00 PM	100%
	6:00 PM – 6:59 PM	100%
Evening	7:00 PM – 8:00 PM	75%
	8:00 PM – 9:00 PM	75%
	9:00 PM – 9:59 PM	75%
Nighttime	10:00 PM – 11:00 PM	50%
	11:00 PM – 12:00 AM	25%

Morning/Night Shift (7am-3pm, 11pm-7am)		
	Hour	Hourly Work Intensity
Nighttime	12:00 AM – 1:00 AM	50%
	1:00 AM – 2:00 AM	50%
	2:00 AM – 3:00 AM	50%
	3:00 AM – 4:00 AM	50%
	4:00 AM – 5:00 AM	50%
	5:00 AM – 6:00 AM	50%
	6:00 AM – 6:59 AM	50%
Daytime	7:00 AM – 8:00 AM	100%
	8:00 AM – 9:00 AM	100%
	9:00 AM – 10:00 AM	100%
	10:00 AM – 11:00 AM	100%
	11:00 AM – 12:00 PM	100%
	12:00 PM – 1:00 PM	100%
	1:00 PM – 2:00 PM	100%
	2:00 PM – 3:00 PM	100%
	3:00 PM – 4:00 PM	50%
	4:00 PM – 5:00 PM	50%
	5:00 PM – 6:00 PM	50%
	6:00 PM – 6:59 PM	50%
Evening	7:00 PM – 8:00 PM	38%
	8:00 PM – 9:00 PM	38%
	9:00 PM – 9:59 PM	38%
Nighttime	10:00 PM – 11:00 PM	25%
	11:00 PM – 12:00 AM	50%

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Construction Sequence

The construction sequence are subsections to the construction phases mentioned above and consist of the tasks to occur in the pre-construction, surface construction, aerial construction and light construction for the APM. Listed below are activity and tasks.

Subsection / Activity	Tasks
2.6.1.2 Pre-Construction	Assemble/draw design drawings packages, commence off site manufacturing, commence acquisitions, locate utilities, permits and sequence, commence surveying requirements, establish traffic control plan, establish detours and haul routes, erect safety devices and noise barriers, select staging areas, mobilize construction equipment in staging area.
2.6.1.3 Surface Construction	Commence demolition of existing sidewalk and road surfaces; clear and grub landscape, as needed for each phase, construct foundations, cast-in-place columns, straddle bents and preparation for aerial construction. Utilities improvements and or installation of new utilities, streetlights and traffic signals, building demolition, MSF construction, traction power substations, roadway construction and adjoining guideways for each phase.
2.6.1.4 Aerial Construction	Construct aerial structure guideways with precast trapezoidal troughs and girders, compete stations and mezzanines with vertical circulation elements (elevators, escalators etc.).
2.6.1.5 Light Construction	Architectural interior and exterior features for the Maintenance and Storage Facility and passenger stations, systems installation and testing, train control systems, communication systems for all phases.

The subsections below describe in detail, the characteristics of each construction category: surface construction, aerial construction, MSF construction, traction power substations and light construction.

2.6.1.2 Pre-Construction

During the final design the contractor will conduct a number of pre-construction activities to determine the most optimal actual construction activities that should be designated into each phase. These activities include the following:

- Prior to beginning construction, it would be necessary to the extent possible, to relocate, modify or protect in place all utilities which would conflict with excavations for cast-in-place columns and traction power substations. Shallow utilities, such as maintenance manholes or pull boxes, which would interfere with excavation work, would require relocation.

- Initiating and identifying utility lines for possible relocation during construction, where the contractor and the utility companies are to protect in place, including high risk utilities such

as overhead tension wires, fiber optics, and pressurized transmission mains. Utilities would be modified, protected, and or relocated. Temporary interruptions in services (several hours) may be experienced during relocation or rerouting of utilities.

- Identifying traffic lights and traffic signals for relocation during construction where the contractor can prepare temporary signals and street lighting.

- Geotechnical investigations, which focus on geology, groundwater, seismic, and environmental conditions. The results of this work would guide final design and construction methods for foundations, CIP columns, trapezoidal troughs, aerial construction, building concrete foundations and substations.

- Develop a traffic control plan, to implement temporary road closures or detour traffic away from construction activities and to implement safety protection with handrails, fences, walkways and detour signs for pedestrian and traffic access. Traffic control plans could include strategies such as lane reversals (or contra flow) operations along Prairie Avenue and Manchester Boulevard, or other strategies.

- Identify other potential staging areas for each phase of work for onsite equipment, employee parking, storage and preparation of precast segments. Field offices and/or temporary jobsite trailers would also be located at a designated staging area.

- Location of temporary batch plants within the MSF staging area, which would be required to prepare concrete materials needed for the cast-in-place concrete columns, architectural columns, building concrete pads and replacement of sidewalks and roadways. The facility would consist of silos containing fly ash, lime and cement, heated tanks of asphalt, sand and gravel material storage areas, mixing equipment, above-ground storage tanks, concrete truck loading, and concrete truck washout.

2.6.1.3 Surface Construction

During the surface construction the contractor starts the demolition activities, utilities construction, installation of foundations, CIP concrete columns, MSF construction, traction power substations, and ITF construction. Below are construction activities to occur:

Demolition:

Assumptions for construction demolitions including the following:

- Removal of existing asphalt surface and concrete sidewalks, center medians, utility removal and/or relocation.

- Investigation to determine the type of demolition required for existing building structures, facilities and utilities including open hardscapes and landscapes impacted by surface and aerial construction.

- The demolishing of existing commercial property at the northeast corner of Market Street and Manchester, for the Market Street Station, and for the MSF yields approximately 40,308 cubic yards for debris, for an estimated amount of 1343 trucks to be used. Inclusive with demolition, the contractor will need to address the removal of underground storage tanks from the gas station, and potential removal of contaminated soil.

Utilities

Assumptions for utilities include the following:

- Locate, analyze, and develop utility sequencing plans each utility company and agency
- Develop utility construction plans for protection in place and/or schedule removal, relocation, and installation of new utilities with each agency – temporary shutdowns may occur.

Foundations and Cast-In-Place Columns

Assumptions for foundations and cast-in-place columns (CIP) consist of the following exported soils, daily trucks, and cubic yards:

- The guideway construction sequence would take place with the construction of the foundations, poured-in-place columns, straddle bent plate columns, with the lift and connection of horizontal guideway section into place atop the cast-in-place pile cap columns, and form and pour the top deck.
- Each vertical support column would be supported by the reinforced concrete shaft pile caps approximately 6x12 or 6x9 feet in diameter and vary from 60 to 100 feet deep and will be based on geotechnical conditions and guideway characteristic.
- Each foundation and pile cap would yield spoils to be trucked away and disposed of according to the geotechnical and environmental services report. The estimated volume to be excavated would total approximately **124,474 cubic yards.**
- For acquisitions and easements, including Vons and the existing gas station, we assume a total volume of dirt to be approximately **7,884 cubic yards** and to add approximately **328** trucks more trucks.
- Assuming the use of bottom dump trucks with 24 CY capacity for exporting soils, **5515 trucks** would be needed. Staging of the trucks on the north side of Manchester east of Prairie would occur with spaced interval scheduling for in-time loading. Approximately **260 trucks on any given day** would enter the construction zone areas inside the K-rails and exit the areas per the noted truck haul routes. The majority of the hauling will occur during the night shift to ease traffic congestion. To minimize traffic impacts, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.
- Street sweepers would be employed for controlling dust and for keeping the streets clean. Flag men would also be present controlling the flow of traffic during the exporting activity. Contaminated soils would be separated as soon as they are identified before excavation and would also be separated into temporary stockpiles. The soils would be handled, transported, and disposed of in accordance with all applicable regulations.

Resurfacing and Signaling

Perform the repair and/or construction of the following elements, as needed: concrete sidewalks, gutter, curbs, driveways, asphalt improvements, striping, replacement of traffic and pedestrian signage, parking meters, placement of traffic and pedestrian signals, street lighting, hardscape and landscape.

Maintenance and Storage Facility (MSF)

The MSF building would consist of a cast-in-place slab on-grade and concrete cast-in-place columns including a structural concrete cast-in-place elevated slab and seismic joint assembly with a structural steel building with metal deck roof and structure.

Traction Power Substations

The traction power substations would consist of prefabricated buildings on a concrete pad to house the electrical equipment, with concrete masonry unit (CMU) walls, electrical and subsystem connections to the APM guideway. One will be located on the MSF site and another will be at the Civic Center ITF site, which may be above or below ground.

2.6.1.4 Aerial Construction

Aerial construction consists of the above-grade concrete structures and support for the APM and the three (3) above-grade station platforms. Assumptions include that the aerial segments will be constructed as precast trapezoidal troughs and/or using the alternative of precast prestressed concrete "I" Girder placed on cast-in-place concrete columns, with post-tensioning strand for the guideway. The station platforms consist of three levels from ground access to a mezzanine level and a platform level. The station will consist of structural concrete slabs with edge girders and post tension concrete, steel roof structure, and elevators/escalators to APM stations.

2.6.1.5 Light Construction

Light construction will consist of interior and exterior finishes for the MSF building, APM stations, APM train system installation and testing, train control systems, communication systems, completion of electrical and mechanical systems, and minor road work improvements.

2.6.2 Construction Employee Parking and Staging Locations

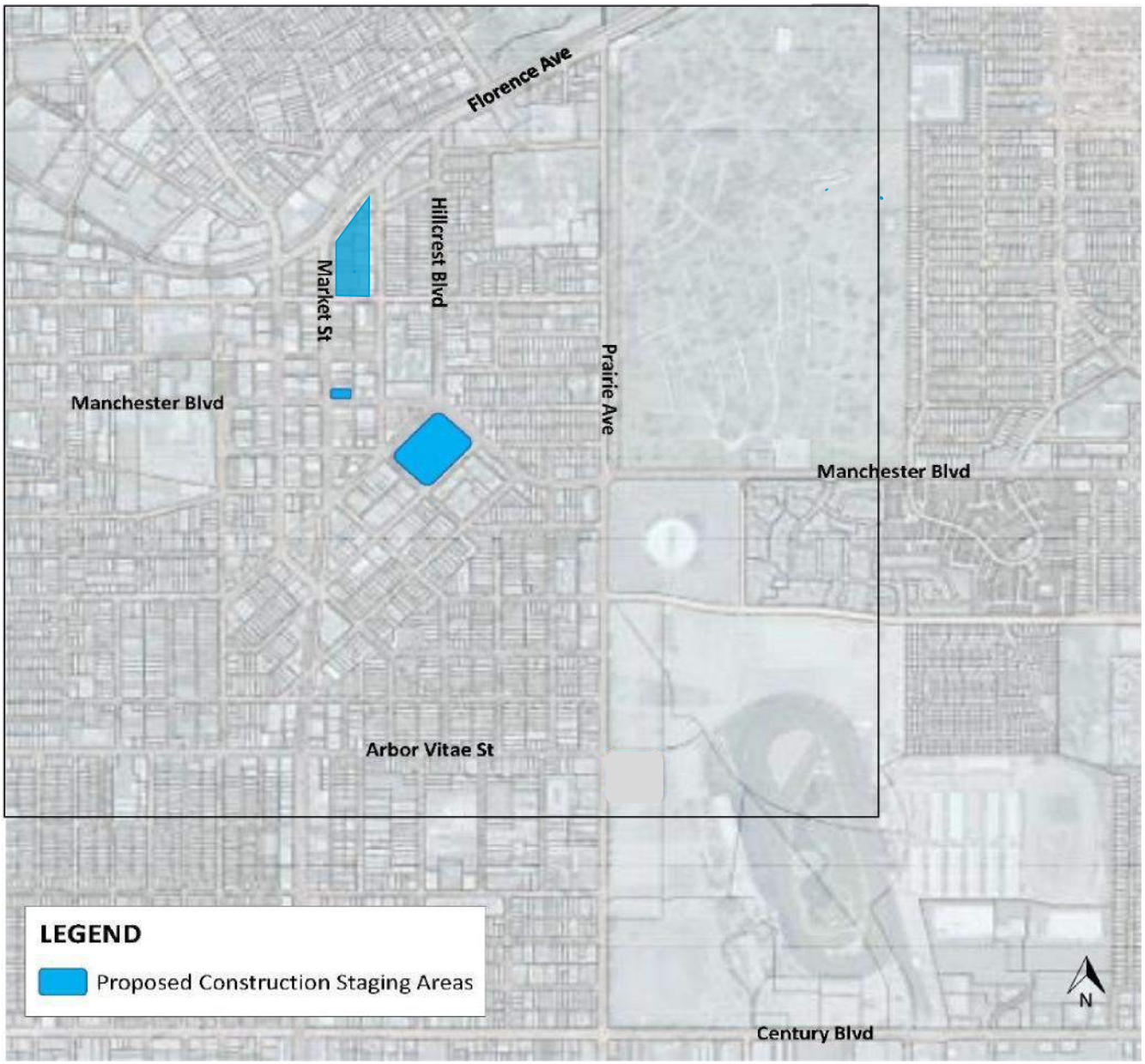
Construction employee parking would be provided within the construction areas and may also serve as temporary parking for construction personnel. Construction employees would be shuttled between construction sites and construction employee parking areas. The contractor also has the option to rent additional parking spaces as needed. In addition, contractor parking could occur at City designated parking lots, included but not limited to the lots listed below, which total approximately 756 parking spaces.

City Owned Parking Lots	# of Spaces
Manchester @ 7th (2901 W. Manchester Blvd.)	12
Manchester @ 12th (3363 W. Manchester Blvd.)	86
Redondo Blvd. @ West Blvd. (west of West Blvd.)	101
Civic Center Library (101 West Manchester Blvd.)	189
Kelso Street between La Brea & Market	34
Nutwood B/O Market (268 Market Street)	25
La Brea @ Kelso	73

Eucalyptus @ Oak	40
Market St. N/O Manchester	6
119 E. Arbor Vitae (Lot G)	30
101 W. Arbor Vitae (Lot F)	0
180 W. Arbor Vitae (Lot E)	36
155 W. Arbor Vitae (Lot D)	21
300 W. Arbor Vitae (Lot C)	41
327 W. Arbor Vitae (Lot K)	13
439 W. Arbor Vitae (Lot H)	22
500 W. Arbor Vitae (Lot I)	17
569-571 W. Arbor Vitae (Lot J)	10

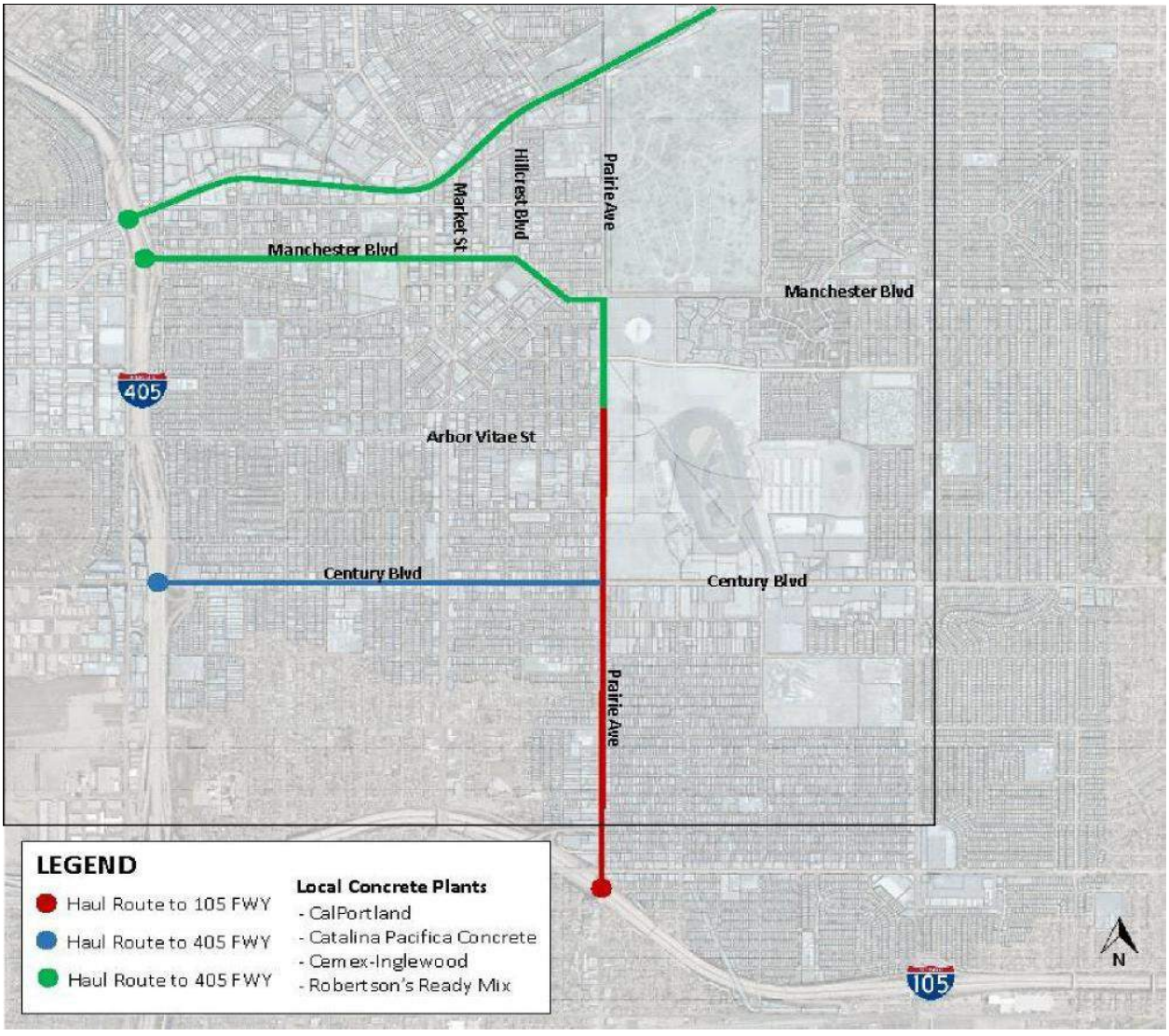
Staging Locations

The constructing staging areas will provide locations for material storage, equipment storage, and construction parking. At each construction staging area, the contractor would implement, as necessary, security and screen fencing, security personnel, and the locking and securing of equipment. Additionally, the proposed Project would incorporate various temporary construction fencing features and sound walls to screen much of the construction activities along major public streets and perimeter roadways. These areas are shown in the Construction Staging Map below:



2.6.3 Construction Haul Routes

As shown, the primary delivery routes include Florence Avenue, Manchester Boulevard, Prairie Avenue and Century Boulevard. For materials delivered to and stored at designated construction staging areas, the contractor's haul routes to and from the Project area would be generally located on public streets. To minimize traffic impacts to streets in and around the proposed Project site, excavated dirt materials/spoils will be hauled during off-peak and night hours. The contractor would develop an excavation plan that further defines the haul routes, dust control, and sweeping and disposal operations at the sites. The map below delineates the delivery and haul routes proposed to be used during construction of the proposed Project:



2.6.4 Construction Equipment

The equipment that would be used during construction may include rail-mounted equipment, drilling rigs, specialized water jet excavators, earth moving equipment, cranes, concrete mixers, flatbed trucks, sand and gravel delivery trucks, dump trucks, compactors, air compressors, generators sets, tractor trailer rigs, loaders, welders. The types of equipment by activity can be found in the chart below:

Off-Road On-Site Equipment: Off-road construction equipment includes dozers, loaders, sweepers and other heavy-duty construction equipment that is not licensed for travel on public highways.

Equipment	HP	Impact Device	Noise Level (dba)	Exposure Limit	Phase 1	Phase 2	Phase 3	Phase 4	Total
Impact Pile Driver	700	Yes	101	8 hr.	1	1	1	0	3
Crane	270	No	85	8 hr.	1	2	2	1	6
Backhoe	127	No	80	8 hr.	5	5	5	0	13
Loader	164	No	80	8 hr.	5	3	2	0	8
Auger Drill Rig	600	Yes	85	8 hr.	1	1	1	0	3
Compressor (air)	150	No	80	8 hr.	6	6	6	3	18
Excavator	396	Yes	85	8 hr.	3	2	2	0	6
Bobcat	72.9	No	85	8 hr.	3	3	4	1	11
Impact Hammer	N/A	Yes	90	8 hr.	6	3	3	2	11
Jackhammer	N/A	Yes	89	8 hr.	7	4	4	2	13
Pneumatic Tools	N/A	Yes	85	8 hr.	15	20	20	8	58
Generator	15plus	No	82	8 hr.	3	3	3	1	10
Warning Horn	N/A	No	85	6 hr.	2	2	2	1	7
Drum Mixer	1.5-5.5	No	80	8 hr.	0	3	3	0	6
Drill Rig Truck	600	Yes	84	8 hr.	1	1	1	0	3

Concrete Saw	24	No	90	8 hr.	4	2	2	1	7
Compactor (ground)	80	Yes	83	8 hr.	3	3	4	0	10
Portable Light Towers for night work	12.2	No	55	8 hr.	4	4	6	3	17
MKN Lifts	49.9	No	75	9 hr.	9	9	10	5	33

On-Road On-Site Equipment: On-road on-site equipment includes shuttle vans transporting construction employees to and from the site(s), on-site pick-up trucks, crew vans, water trucks, dump trucks, haul trucks and other on road-road vehicles licensed to travel on public roadways.

Equipment	HP	Impact Device	Noise Level	Exposure Limit	Phase 1	Phase 2	Phase 3	Phase 4	Total
Demo Dump Trucks	335-475	No	76	8 hr.	1343	0	0	0	1343
Asphalt Removal Trucks	335-475	No	76	8 hr.	172	0	0	0	172
Asphalt Placement Trucks	335-475	No	76	8 hr.	209	0	0	0	209
Soil Spoils Dump Trucks	335-475	No	76	8 hr.	1607	1503	2395	10	5515
Utility Trucks	375-600	No	75	4 hr.	28	39	35	39	123
Welder/Torch	23	No	73	8 hr.	5	5	6	4	20
Water Truck	650	No	74	8 hr.	2	2	2	0	6
Street Sweeper	240	No	74	8 hr.	1	2	2	1	6
Flat Bed Trucks	650	No	74	5 hr.	48	61	65	10	184
Pneumatic Tools	N/A	Yes	85	8 hr.	10	20	20	8	58
Concrete Trucks	430	No	85	8 hr.	10,284	9477	3516	50	21,866
Conc. Pump Trucks	600	No	84	8 hr.	2	2	2	2	8

On-Road Off-Site Equipment: On-road off-site vehicles include personal vehicles for construction employees to travel to and from work, per vehicle, and delivery vehicles for materials and equipment.

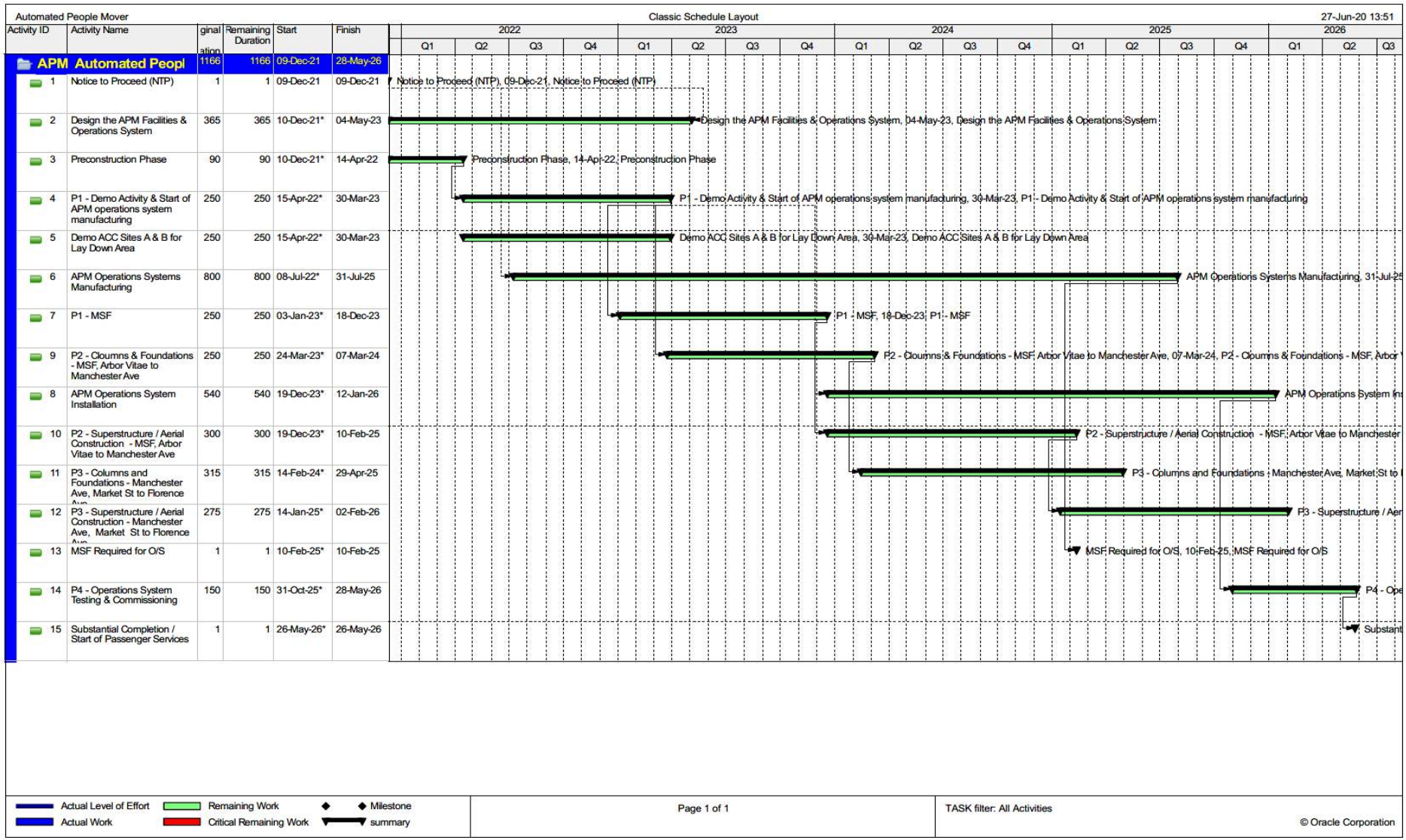
Equipment	HP	Impact Device	Noise Level (dba)	Exposure Limit	Phase 1	Phase 2	Phase 3	Phase 4	Total
Pickup Trucks	350	No	75	3 hr.	60	73	80	52	265
Delivery Trucks	650	No	80	4 hr.	52	65	65	35	217

Workforce Estimates / Manpower

The proposed manpower workforce estimate is based on the phases of construction, which overlap in any calendar year due to the schedule phasing. The workforce estimates include all contractor staff and specialty on-site professionals, and is shown in the table below:

Phase	Approximate Manpower Required
Phase 1	105-140 persons
Phase 2	165-189 persons
Phase 3	210-238 persons
Phase 4	88-123 persons

END OF CONSTRUCTION SCENARIOS


Automated People Mover
Classic Schedule Layout
27-Jun-20 13:51
Activity ID
Activity Name
Original Duration
Remaining Duration
Start
Finish
2022
2023
2024
2025
2026
Q1
Q2
Q3
Q4
APM Automated Peopl 1166 1166 09-Dec-21 28-May-26
1 Notice to Proceed (NTP) 1 1 09-Dec-21 09-Dec-21
2 Design the APM Facilities & Operations System 365 365 10-Dec-21* 04-May-23
3 Preconstruction Phase 90 90 10-Dec-21* 14-Apr-22
4 P1 - Demo Activity & Start of APM operations system manufacturing 250 250 15-Apr-22* 30-Mar-23
5 Demo ACC Sites A & B for Lay Down Area 250 250 15-Apr-22* 30-Mar-23
6 APM Operations Systems Manufacturing 800 800 08-Jul-22* 31-Jul-25
7 P1 - MSF 250 250 03-Jan-23* 18-Dec-23
9 P2 - Columns & Foundations - MSF, Arbor Vitae to Manchester Ave 250 250 24-Mar-23* 07-Mar-24
8 APM Operations System Installation 540 540 19-Dec-23* 12-Jan-26
10 P2 - Superstructure / Aerial Construction - MSF, Arbor Vitae to Manchester Ave 300 300 19-Dec-23* 10-Feb-25
11 P3 - Columns and Foundations - Manchester Ave, Market St to Florence 315 315 14-Feb-24* 29-Apr-25
12 P3 - Superstructure / Aerial Construction - Manchester Ave, Market St to Florence 275 275 14-Jan-25* 02-Feb-26
13 MSF Required for O/S 1 1 10-Feb-25* 10-Feb-25
14 P4 - Operations System Testing & Commissioning 150 150 31-Oct-25* 28-May-26
15 Substantial Completion / Start of Passenger Services 1 1 26-May-26* 26-May-26
Notice to Proceed (NTP), 09-Dec-21, Notice to Proceed (NTP)
Design the APM Facilities & Operations System, 04-May-23, Design the APM Facilities & Operations System
Preconstruction Phase, 14-Apr-22, Preconstruction Phase
P1 - Demo Activity & Start of APM operations system manufacturing, 30-Mar-23, P1 - Demo Activity & Start of APM operations system manufacturing
Demo ACC Sites A & B for Lay Down Area, 30-Mar-23, Demo ACC Sites A & B for Lay Down Area
APM Operations Systems Manufacturing, 31-Jul-25
P1 - MSF, 18-Dec-23, P1 - MSF
P2 - Columns & Foundations - MSF, Arbor Vitae to Manchester Ave, 07-Mar-24, P2 - Columns & Foundations - MSF, Arbor
APM Operations System In
P2 - Superstructure / Aerial Construction - MSF, Arbor Vitae to Manchester
P3 - Columns and Foundations - Manchester Ave, Market St to
P3 - Superstructure / Aer
MSF Required for O/S, 10-Feb-25, MSF Required for O/S
P4 - Ope
Substant
Actual Level of Effort
Actual Work
Remaining Work
Critical Remaining Work
Milestone
summary
Page 1 of 1
TASK filter: All Activities
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Appendix 3.0.5

ITC Construction Scenarios or the EIR, June 2020

INGLEWOOD TRANSIT CONNECTOR PROJECT
CONSTRUCTION COMMITMENT PROGRAM

INTRODUCTION

The Inglewood Transit Connector (ITC) Project includes this construction commitment program to proactively address the potential effects of the construction of the Project on the community. This Program addresses:

- Construction staging and traffic control requirements
- Maintaining access to parking, businesses, and pedestrian facilities
- Noise and vibration measures
- Air quality measures
- Tree removal and replacement procedures
- Visual measures during construction

For purposes of this Construction Commitment Program (CCP), the following terms are defined:

- "Construction" means the work of removal, demolition, replacement, alteration, realignment, building, fabricating, landscaping of all Project facilities and new fixed facilities to be built and systems and equipment to be procured and installed that are necessary to complete the Project.
- "Construction Staging Plans" means construction phasing/sequencing plans, which may include Traffic Management Plans.
- "Days" means calendar days including Saturdays, Sundays, and legal holidays. See also definition of Working Days.
- "Design" means engineering, architectural and other design work and the resulting maps, plans, specifications, special provisions, drawings, calculations, computer software and estimates which are needed to construct the Project.
- "Design Review" means the process of critical evaluation of plans and specifications by the City and others as necessarily required to verify compliance and to complete the Project.
- "Facility" means real or personal property now or in the future to be located within the City Rights-of-Way, including but not limited to, roadways, pipes, mains, services, meters, regulators and any equipment, apparatus, columns, footings, guideways, station structures, maintenance and storage facility, power substations and/or structure appurtenant thereto or associated therewith.
- "Project" means Inglewood Transit Connector Project within the City of Inglewood.

- "Traffic Management Plan" means the various Worksite Traffic Control Plans and any other measures intended to mitigate impacts on traffic circulation during Construction, which may be included in Construction Staging Plans, for the various stages of Construction.
- "Working Days" or "Workdays' means those days that Inglewood City Hall is open for business.
- "Worksite Traffic Control Plan(s)" means the plans depicting the stages of traffic control for each stage of Construction for the Project.

CONSTRUCTION STAGING & TRAFFIC CONTROL PROGRAM

1. The **City of Inglewood** will establish a **Project Task Force** specifically for the ITC Project. This **Project Task Force** will provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force will review traffic management plans to ensure the following topics are addressed:

- Coordination with other public infrastructure projects within the City's boundaries
- Detour impact analysis for pedestrian, business, bicycle, and traffic flow
- Coordinate closures and restricted access with all special events
- Notification of the public with use of signage and web-based media
- Coordinate with City of Inglewood and LA County police and fire personnel regarding maintenance of emergency access and response times
- Monitor and coordinate deliveries
- Establish detour routes
- Work with residential and commercial neighbors regarding upcoming construction activities
- Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.

2. The Contractor and its consultants and contractors shall develop and submit **Worksite Traffic Control Plans** to the City of Inglewood that address the following:

- Worksite Traffic Control Plans shall be designed to minimize traffic impacts on residential streets.
- Except as provided in the work hours permit issued by the City, the minimum traffic lane requirements for arterial streets impacted by Construction shall maintain at least the full number of traffic lanes in the peak direction, and if feasible one traffic lane in the off-peak direction, with additional capacity provided through appropriate detour routes. The directional traffic lanes shall be reversible to maintain the peak directional capacity in either direction.
- The minimum traffic requirements for all other commercial and residential streets impacted by construction activities shall be one lane in each direction, unless varied by a City-approved Worksite

Traffic Control Plan that protects the surrounding residential and business neighborhoods and promotes the free flow of traffic along the arterial streets.

- Access shall be maintained to and from all alleys at one or both ends of the alley. If an alley is obstructed at one end such that a turnaround by any vehicle is not feasible, then at its sole expense the Contractor will provide flaggers to control the alley.
- Worksite Traffic Plans shall demonstrate public safety vehicles (such as police, fire, and emergency response), and pedestrian access within the Project area or approved detours at all times.
- Worksite Traffic Plans shall provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
- All existing bus stops must be maintained or if necessary, relocated nearby with appropriate signage working in close coordination with the affected transit providers.
- Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate the Contractor's Contract work and when approved by the City.
- To ensure that continued vehicular access to all businesses and community facilities is maintained, including parking needs, the contractor shall provide at least one lane of traffic in each direction on access cross streets that are not going to be dead ended during construction.

3. Roadway Closures

- The City and Contractor shall meet and confer ninety (90) days prior to the planned date of any temporary full street closure to coordinate community outreach for the closure. Such community outreach will include at least one meeting with businesses and residents to discuss and receive comments for each temporary full street closure.
- Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' notice.
- Temporary full street closures are permitted upon thirty (30) days' advance notice to the City only for work activities including but not limited to:
  - Installation of piles,
  - Underground utility work,
  - Installation of columns/substructure and superstructure
  - Installation of decking, and
  - Removal of decking

- If the City determines that traffic impacts have not been sufficiently addressed, then, at any time, the City's traffic engineer may revise the Worksite Traffic Control Plans to incorporate additional measures or to modify traffic control.

- The Contractor shall reimburse the City for the cost of Traffic Control Officers (TCOs) to assist in cut-through traffic on residential streets. The Contractor shall also reimburse the City for the Cost of TCOs for all City-approved special events affected by construction.

- Detour routes during temporary street closures shall be subject to review and approval by the City, provided that the Contractor gives thirty (30) days' notice. Detour routes must not use residential streets unless authorized by the City. Advance public notification of street closures in accordance with the notification process required by the City will be provided.

- Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' notice. The minimum traffic lane requirements at all other times shall be one lane in each direction.

- Construction staging and traffic control requirements (including lane closures, street closures and hauling restrictions) shall be in accordance with the standards set forth in this Article; all Construction Staging Plans, Traffic Management Plans, and any conditions of approval included in a City-issued permit.

4. Preliminary Haul and Overload routes

    - Haul routes and overload/oversized vehicle routes must be reviewed and approved by the City.

    - To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets).

    - The City may restrict one or more of the approved haul routes during special events within the City or when lane restrictions affect a haul route, except that the City must leave open at least one haul route at all times.

5. Allowable Work Hours and Workdays

- Allowable work hours and workdays, including after-hours construction, holiday moratorium exceptions and peak hour exemptions shall be in accordance with the standards set forth in Construction Permit issued by the City to the Contractor; and any conditions of approval included in the City-issued permit. Conditions of other City-issued permits shall control over the Contract. Notwithstanding the foregoing, a more restrictive standard in a later-issued permit or plan shall control over a conflicting standard in an earlier issued permit or plan.

- For those activities when construction is permitted to begin at 7:00 AM, traffic control for those activities may begin at 6:30 AM. No other construction is permitted during this one- half hour time.
- No work shall occur when the City has identified a special event permit for Market Street, Manchester Boulevard, or Prairie Avenue.

PEDESTRIAN

1. The Construction Staging Plans and Worksite Traffic Control Plans shall include Pedestrian Access Plans which shall be approved by the City unless deemed unnecessary by the City. Pedestrian Access Plans shall meet the following minimum criteria:

- Pedestrian access to buildings shall be maintained during all times.
- The Contractor shall maintain all crosswalks, unless infeasible to do so. Whenever the Contractor removes a crosswalk from service, the Contractor shall establish and maintain temporary replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.
- The Pedestrian Access Plans shall include a program of wayfinding signage.
- The sidewalk shall be used exclusively for pedestrian use and shall not be used for Construction activities or staging unless Construction is taking place within the sidewalk.
- Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards and meet the following criteria:
  - Sidewalks in a temporary condition in excess of one month shall be constructed of pre-cast concrete panels or cast in place concrete; unless precast or cast in place concrete is infeasible and the City grants approval to use metal replacement panels, asphalt, or other satisfactory material;
  - Sidewalks in a temporary condition of up to one month shall be covered on a temporary basis by materials satisfactory to the City; and
  - Asphalt shall not be used as a temporary sidewalk material unless approved in advance by the City
    - Sidewalks that are being maintained in a temporary condition shall meet then current standards required by the Federal Americans with Disabilities Act and similar California laws for sidewalks being maintained in a temporary condition.
  - Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate Contract work and when approved by the City.

- At all times, the Contractor shall protect pedestrians from Construction-related dust and noise, and such protection may include the use of dedicated pedestrian barriers.
- Temporary streetlight and traffic signal foundations outside of the construction work zones shall be wrapped in an aesthetically pleasing material satisfactory to the City and changed out periodically. Overhead electrical wiring shall be maintained in a neatly bundled condition.
- The Contractor will provide crossing guards at hazardous locations requested by the City when crosswalks or sidewalks are closed.
- Unless subject to an approved closure or an approved width-reduction, the minimum sidewalk width shall be five (5) feet and additional width shall be required as necessary to protect the public safety and the operational needs of affected properties within the Project area, when requested by the City. The Contractor shall endeavor to maintain the maximum width of sidewalk possible.

PARKING

1. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, including for miscellaneous trips, outside of a permitted workspace identified in a City-approved Worksite Traffic Control Plan or if otherwise approved by the City. The Contractor shall notify the City thirty (30) Days in advance of any agreement for off-street parking with any owner of a private parking facility within the City. In an effort to assist the Contractor meet its obligations hereunder, the City will permit the Contractor parking in assigned staging areas during Construction.
2. The Construction Staging Plans or Worksite Traffic Control Plans developed by the Contractor shall include a parking management plan that observes the conditions set forth in this parking management program.
3. On-street parking may not be used by the Contractor for their vehicles or equipment unless the City agrees that such use is necessary. If the Parties agree that such use is necessary, then a parking management plan satisfactory to the City shall provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed. In the event that any on-street metered parking spaces are removed because the work is directly within the subject parking space or a Worksite Traffic Control Plan or other form of traffic control requires the removal of the parking space, including spaces removed by the City to provide loading or valet zones for impacted businesses, the Contractor shall reimburse the City for the City's lost parking meter revenue due to the removal of the metered parking space(s).
4. The Contractor shall mitigate the loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate. The Contractor shall provide public notice of the availability of the alternative parking spaces through consultation with businesses and the use of signage. The Contractor shall further post appropriate signage on on-street metered parking spaces when Construction activities may restrict the use of a metered parking space.

5. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, including for miscellaneous trips, outside of a permitted workspace identified in a City-approved Worksite Traffic Control Plan or if otherwise approved by the City.
6. Provide public notice of the availability of the alternative parking spaces through consultation with businesses and the use of signage.

TRANSIT, ACCESS, AND CIRCULATION

1. The Contractor shall coordinate with Metro and any other transit service provider to ensure that access and circulation to the bus transit routes are maintained at all times, unless infeasible.
2. The Contractor shall coordinate with Metro and any other service provider to relocate bus stop(s) and provide appropriate wayfinding signage information the users of the system at its own expense. The relocated bus stop shall be at a location closest to the bus stop being temporarily relocated.
3. The Contractor shall coordinate with Metro and any other service provider to facilitate rerouting of the transit bus line. Required wayfinding signage and information dissemination shall be provided by the contractor, at its own expense, to the satisfaction of the City of Inglewood and the transit provider.

NOISE AND VIBRATION CONTROL

1. Construction Noise Control Plan.

   Prior to the issuance of any demolition or construction permit for each phase of project development, the Construction Manager shall develop a Construction Noise Control Plan demonstrating how to ensure increases in ambient noise levels are less than 5 dBA Leq over existing conditions. The Construction Noise Control Plan shall be developed in coordination with a certified acoustical/vibration consultant and the Construction Manager and shall be approved by the City's Director of Public Works prior to construction. The Plan shall include the following elements:

   - Measurements of existing one-hour Leq noise levels at sensitive receptors prior to construction activities.
   - Construction noise measures necessary to ensure increase in noise are less than 5 dBA Leq over existing conditions. This plan could include, but would not be limited to, the following strategies:
     - Install temporary noise barriers that block line-of-sight to sensitive receptors.
     - Reduce the simultaneous use of heavy-duty construction equipment.
     - Operate equipment at the lowest possible power levels.
     - Use solar, battery powered, or hybrid equipment whenever practical.
     - Locate staging areas as far away from sensitive receptors as feasible.

- Work on elevated guideways and stations areas shall use temporary noise barriers where possible.
- Enclose stationary noise sources with acoustical barriers where possible.
  - Stationary noise sources (e.g., generators) shall be muffled and enclosed within sheds, incorporate insulation barriers, or other measures to the extent feasible. Pole power shall be utilized at the earliest feasible point in time, and to the maximum extent feasible in lieu of generators. If stationary equipment such as diesel- or gasoline-powered generators are not enclosed within a shed or barrier, such equipment must be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Limiting the use impact pile drivers and impact hammers operating simultaneously to reduce Lmax noise levels by approximately 7 dBA. Additionally, use of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered.
- Contractors shall coordinate with Kelso Elementary School administrators to avoid disruptive activities during school hours.

2. Designate Community Affairs Liaison. Designate a Community Affairs Liaison Officer.

   This person's contact information shall be posted around the Project area, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding within 24 hours to any local complaints about construction activities. This Community Affairs Liaison shall receive all public complaints about construction noise and vibration disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem.

   The Community Affairs Liaison shall have the authority to coordinate with a designated construction contractor representative for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety and shall ensure that steps be taken to reduce construction vibration levels as deemed appropriate and safe by the designated construction contractor representative. Such steps could include the application of noise and vibration absorbing barriers, substitution of lower noise and vibration generating equipment or activity, rescheduling of noise and vibration-generating construction activity, or other potential adjustments to the construction program to reduce noise and vibration impacts at the adjacent noise and vibration-sensitive receptors.

3. Construction Vibration Reduction Plan. Prior to the issuance of any demolition or construction permit for each phase of project development, a Construction Vibration Reduction Plan shall be prepared to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Plan shall be developed in coordination with a certified acoustical/vibration consultant and the Construction Manager and shall be approved by the City's Director of Public Works. The Plan shall include but not be limited to the following elements to ensure impacts from groundborne vibration are less than significant:

   - A Pre-Demolition and Construction Plan that includes but not limited to:
     - Photos of current conditions of buildings and structures that could be damaged from construction activities. This crack survey shall include photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labelled in detail and dated.
     - Identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities.
     - Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the project.
     - Determine the number and placement of vibration sensors at the affected buildings in consultation with a qualified architect. The number of units and their locations shall take into account proposed demolition and construction activities so that adequate measurements can be taken illustrating vibration levels during the course of the project, and if/when levels exceed the established threshold.
     - A line and grade pre-construction survey at the affected buildings shall be conducted.

   - A Vibration Plan During Demolition and Construction:
     - The Construction Manager shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in postconstruction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.
     - The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inches/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA's threshold of significance for a building given its conditions, and a warning level that is 0.05 inch/second (PPV) less than the regulatory level. The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels.
     - In the event the warning level (PPV) is triggered, the contractor shall identify the source of vibration impacts and establish steps to reduce the vibration levels, including but not limited to halting or staggering concurrent activities and using lower vibratory techniques.

- In the event the regulatory level (PPV) is triggered, the Construction Manager shall halt the construction activities in the vicinity of the Project area and visually inspect the building for any damage. Results of the inspection must be logged. The Construction Manager shall identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level (PPV). Construction activities may then restart.
- In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant.
- The Construction Manager shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a daily basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels.

- Post-Construction:
  - The Construction Manager shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the buildings. The report shall include analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a postconstruction line and grade survey shall also be included in this report.
  - The Construction Manager shall be responsible for repairs and damage to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.

4. Construction Equipment Locations (Building Damage). To address potential structural and building damage, the following measures are proposed to reduce vibration impacts:
   - Limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively.
   - Limit the number of jackhammers operating simultaneously to one (1) piece operating within 45 feet of off-site sensitive receptors.

- In the event impact pile driving is required, equipment shall only be used from the hours of 7:00 AM to 7:00 PM. If feasible, pile driving should use alternative technology such as vibration or hydraulic insertion.

5. Construction Equipment Locations (Human Annoyance). To reduce construction vibration impacts related to human annoyance, the following measures are proposed:

    - Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors.
    - Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors.
    - Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors.
    - Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors.
    - Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors.
    - Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors.
    - Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors.

AIR QUALITY

1. Construction contractors shall, at a minimum, use equipment that meets the USEPA's Final Tier 4 emissions standards for off-road diesel-powered construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City of Inglewood Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project's construction, the City of Inglewood shall include this requirement in applicable bid documents, purchase orders, and contracts. The City of Inglewood shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance.

    Such equipment will be outfitted with Best Available Control Technology devices including a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined by the CARB's regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.

If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements, the Contractor shall submit an alternative compliance plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities.

- The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project alignment, and the Contractor has submitted documentation to the City of Inglewood showing that the requirements of this exception provision apply.
- The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project alignment, and the Contractor has submitted documentation to the City of Inglewood showing that the requirements of this exception provision apply.
- Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the project site, and the Contractor has submitted documentation to the City of Inglewood showing that the requirements of this exception provision apply.
- Construction-related diesel equipment or vehicle will be used on the Project alignment for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception to circumvent the intent of this measure.
- Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City of Inglewood will, from time-to-time, conduct independent audit of the availability of such vehicles and equipment for lease/rent within a 120 mile radius of the project site, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.

2. Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., non-diesel). Pole power shall be utilized at the

earliest feasible point in time and shall be used to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.

3. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB's 2010 engine emissions standards at 0.01 g/hp-hour of particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances identified in MM AQ-1 exist and the Contractor submits an alternative compliance plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards. The City of Inglewood shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection.
4. Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters.
5. A publicly visible sign shall be posted with the telephone number and person to contact at the City of Inglewood regarding dust complaints. This person shall respond and take corrective action with 24 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
6. All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as practical; in addition, building pads should be laid as soon as practical after grading.
7. To the extent feasible, allow construction employees to commute during off-peak hours.
8. Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips.
9. Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct hookup or a tie into electricity from power poles.
10. Contractors shall maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer's specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited.
11. Enter into applicable bid documents, purchase orders, and contracts to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the CARB's policy. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors,

contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Project alignment. To further ensure that drivers understand the vehicle idling requirement, post signs at the proposed Project entry gates and throughout the Project alignment, where appropriate, stating that idling longer than five minutes is not permitted.

VISUAL

Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented:

1. Light plans and measures shall be in accordance with the standards for the City issued Construction Permit and submittals for the Project work at issue; and any conditions of approval included in a City-issued permit. The conditions included in the Construction Permit shall control over other City-issued permits.
2. Temporary lighting will be limited to the amount necessary to safely perform the required work and will be directed downwards and shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers.
3. In addition to minimizing light spill, sensitive receptors and motorists on public streets will not have direct views of the light source (glare) from construction lighting. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses.
4. Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.
5. Temporary sidewalks and any sidewalk adjacent to Construction activities shall be illuminated to City Standards to protect public safety.
6. Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.
7. Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations/laydown/staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.

TREE REMOVAL AND REPLACEMENT

1. Tree removal will be avoided wherever possible. The Contractor shall strictly comply with a tree removal and replacement plan that will ensure that any landscaping removed as a result of Contract Construction is eventually returned to its condition prior to removal. The tree removal and replacement plan shall be approved in writing by the City before any trees are removed and shall substantially conform to the following requirements:

- New permanent replacement trees shall be a 36-inch box of the same species and planted in the same location as the removed tree when not in conflict with new infrastructure, in which case the City's Public Works Department shall designate an alternative location, type and/or size;
- New permanent replacement palm trees shall be a minimum 20 feet in height

2. The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction.
3. If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.
4. The Contractor shall coordinate with the City's Public Works Department to ensure that the tree removal and replacement plan is executed to the satisfaction of Public Works. The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor will conduct an inspection of all permanent replacement trees and landscaping for general health as a condition of final acceptance by the City. If, in the City's determination, a permanent replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced.

HAZARDOUS MATERIALS

1. **Building Demolition Plan**- Prior to any demolition occurring, the Contractor shall conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of asbestos containing materials (ACMs) and lead-based paint (LBP). Remediation shall be implemented in accordance with the recommendations of these evaluations to ensure that no ACMs or LBP remain present and to ensure ACMs and LBP are removed to levels established for public safety.
2. **Hazardous Materials Contingency Plan** – Prior to construction, the Contractor shall prepare a plan addressing the potential for discovery of unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any materials encountered during construction are removed to levels established for public safety.
3. **Soil Management Plan** – After final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction are prepared the Contractor shall prepare a Soil Management Plan to establish soil reuse criteria, define a sampling plan for stockpiled materials,

describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials.

4. **Health and Safety Plan** – Prior to construction, the Contractor shall prepare a Health and Safety Plan to address the potential for exposure to the constituents of concern identified in the limited Phase II ESA.

BUSINESS AND COMMUNITY SUPPORT PROGRAMS

1. The Contractor and its consultants and contractors shall develop and submit **Business and Community Support Plans** to the City of Inglewood for the purpose of assisting those businesses financially affected by the construction performed. Business Support Plans shall address the following:

   - Advertising support in a local or regional newspaper, social media
   - Notice plans of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access
   - Notice plans to all affected property owners if utilities would be disrupted for short periods of time and scheduled major utility shut-offs during low-use periods of the day.
   - Methods by which business owners can convey their concerns about construction activities and the effectiveness of measures during the construction period so activities can be modified to reduce adverse effects.
   - Access plans that ensure that all businesses and service providers are provided with adequate access during construction. Where there is a significant LEP population, signage shall be provided in various languages (as appropriate).
   - Funding for temporary signage and advertising during construction to help businesses that are partially blocked or that have inconvenient access due to construction activity.

Establishment of Project Public Liaison Phone Line: The Contractor shall establish and fund a toll-free phone line that is available twenty-four (24) hours a Day to respond to concerns related to construction disturbances within the City. This phone line shall incorporate a construction relations phone line prompt for immediate live response. Contact information for the public liaison person and phone line shall be included in all Construction notices.

APPENDIX 4.2

AIR QUALITY AND HUMAN HEALTH RISK ASSESSMENT

APPENDIX 4.2.1

Air Quality and Health Risk Assessment Technical Report for the Inglewood Transit Connector Project, RCH Group, September 2020

Air Quality and Heath Risk Assessment Technical Report for the Inglewood Transit Connector Project

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Attachments

Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions

Attachment B: Health Risk Assessment Methodology and Assumptions

Attachment C: Supplemental Health Impact Information (Friant Ranch Case)

Attachment D: TIRCP GHG Benefits Calculator Tool Memo

Attachment E: Operational Air Emissions Inventory

AIR QUALITY AND HEALTH RISK ASSESSMENT TECHNICAL REPORT

1.0 INTRODUCTION

This document presents the Air Quality and Health Risk Assessment Technical Report associated with the proposed Inglewood Transit Connector (proposed Project) in Inglewood, California.

To support the Inglewood Transit Connector Environmental Impact Report (EIR), three analyses were conducted: construction emissions inventories, dispersion modeling to support an ambient air quality standards analysis, and a health risk assessment (HRA). The ambient air quality standards analysis and HRA results are presented for both the Morning/Evening and Morning/Night construction scenarios (as described in the ITC Construction Scenario, June 2020). The analyses provide an estimate of the air emissions associated with the construction (off-road equipment along the proposed Project's alignment including the guideway, stations, and support facility sites, and off-site truck travel for the removal of debris and soils excavated during demolition and construction along nearby roadways) of the proposed Project. The potential air quality and health impacts that would result construction of the proposed Project have also been identified.

The supporting information, methodology, and assumptions used in the construction air emissions inventory, air quality dispersion modeling, HRA, and operational air emissions inventory are provided in:

- **Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions,**
- **Attachment B: Health Risk Assessment Methodology and Assumptions,**
- **Attachment C: Supplemental Health Impact Information,**
- **Attachment D: TIRCP GHG Benefits Calculator Tool Memo, and**
- **Attachment E: Operational Air Emissions Inventory.**

Air quality impacts were determined for United States Environmental Protection Agency (USEPA) criteria pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 micrometers (coarse particulate or PM_{10}), and particulate matter less than 2.5 micrometers (fine particulate or $PM_{2.5}$). The air quality analysis was developed based on the South Coast Air Quality Management District (SCAQMD) Modeling Guidance for AERMOD,[1] the USEPA *Guideline on Air Quality*

1 South Coast Air Quality Management District, SCAQMD Modeling Guidance for AERMOD, Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

Models,[2] and the SCAQMD *Air Quality Handbook.*[3] The air quality analyses were conducted to determine the air quality impacts, in terms of ambient pollutant concentrations, using the significance levels identified by SCAQMD.[4]

The HRA focuses on impacts on existing residences and other sensitive populations from emissions of toxic air contaminants (TAC)[5] such as diesel particulate matter (DPM)[6] emissions from construction equipment and haul trucks associated with the proposed Project construction activities. The HRA was conducted to determine the health impacts, in terms of excess cancer risk and noncancer hazards, using the significance levels identified by the SCAQMD.[7] The HRA was prepared based on the California Office of Environmental Health Hazard Assessment (OEHHA)'s *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*[8] and SCAQMD's *Risk Assessment Procedures for Rule 1401, 1401.1* and *212.*[9]

2.0 PROJECT OVERVIEW

The proposed Project would provide a transit connection from the Metro Crenshaw/LAX Line in Downtown Inglewood to the Los Angeles Stadium and Entertainment District (LASED) area and would be designed to integrate with local economic activity, transit-oriented development, and other initiatives in the area. Up to three stations are proposed at the following locations: (1) Market Street near Florence Avenue in the vicinity of the Metro Crenshaw/LAX Line Downtown Inglewood Station; (2) near The Forum at Prairie Avenue and Pincay Street; and (3) near the LASED at Hollywood Park at Prairie Avenue and Hardy Street

2 United States Environmental Protection Agency, Guideline on Air Quality Models (Revised), 40 Code of Federal Regulations, Part 51, Appendix W, November 2005, Accessed July 6, 2020 at: https://www3.epa.gov/scram001/guidance/guide/appw_05.pdf.

3 South Coast Air Quality Management District, CEQA Air Quality Handbook, Accessed July 6, 2020 at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.

4 South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, April 2019, Accessed July 6, 2020 at: http://www.aqmd.gov/ceqa/hdbk.html.

5 Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality. TAC are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., gasoline service stations, dry cleaners). TAC are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TAC are regulated at the regional, state, and Federal level.

6 In 1998, the California Air Resources Board classified diesel particulate matter as a toxic air contaminant, citing its potential to cause cancer and other health problems. The United States Environmental Protection Agency concluded that long-term exposure to diesel engine exhaust is likely to pose a lung cancer hazard to humans and can also contribute to other acute and chronic health effects.

7 South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, April 2019, Accessed July 6, 2020 at: http://www.aqmd.gov/ceqa/hdbk.html.

8 Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February 2015, Accessed July 6, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

9 South Coast Air Quality Management District, Risk Assessment Procedures for Rule 1401, 1401.1 and 212, September 1, 2017, Accessed July 6, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

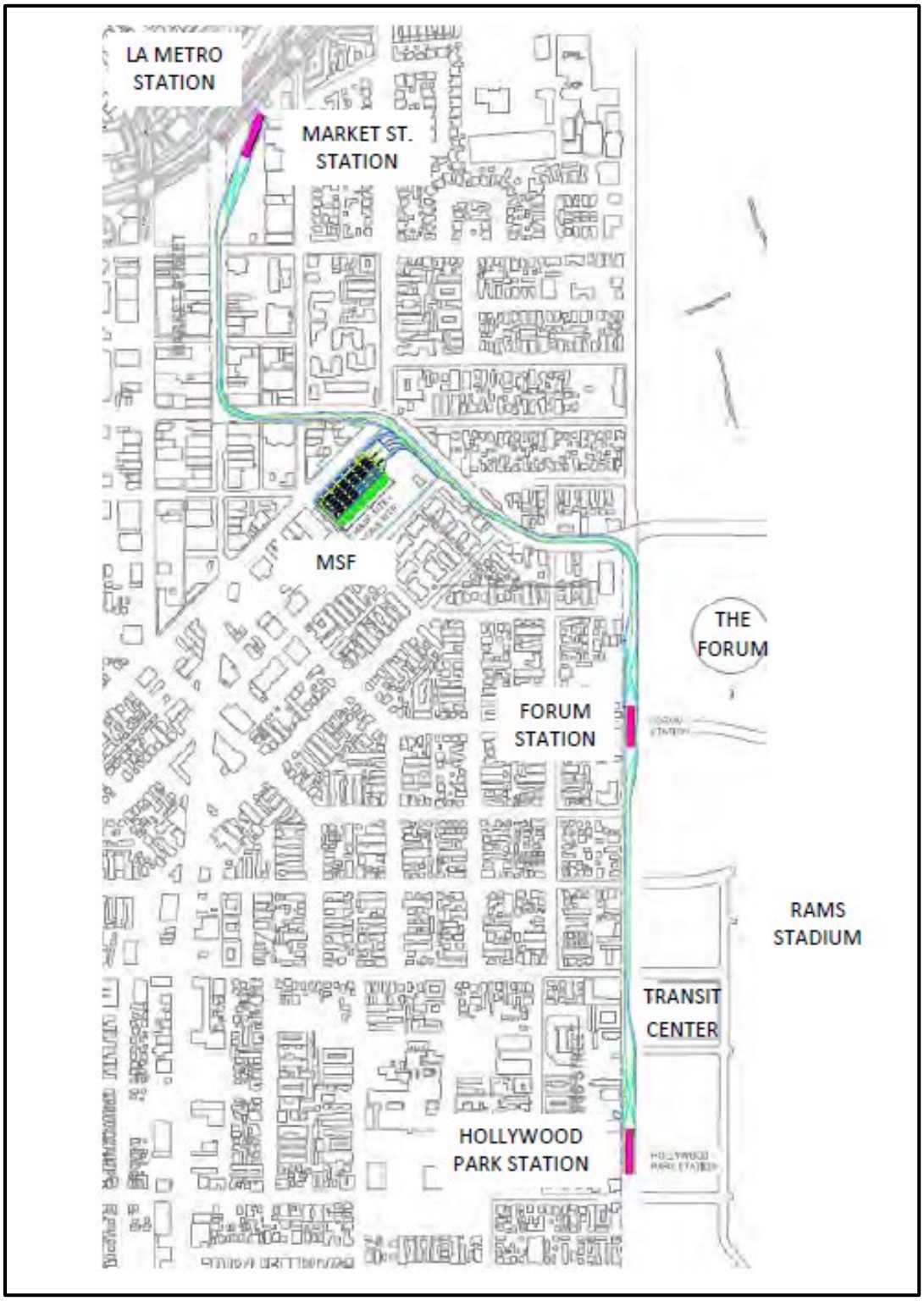
The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction. The Project extends from the intersection with the Metro Crenshaw/LAX Line north of downtown Inglewood, southwest for approximately a quarter of a mile to the intersection of Market Street and Regent Street, continue south on Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. Potential sites for Project support facilities are adjacent to the APM alignment. **Figure 1: Project Location Map** shows the Project location and surrounding area. Construction activities are expected to commence in the early 2022 and be completed in mid-2026.

The first phase would include the demolition of property acquisitions, building demolitions, utility relocations, cast-in-place (CIP) columns and slabs, and foundations for the initial construction of the Maintenance and Storage Facility (MSF). The first phase of construction would be the demolition of the commercial property for the Market Street/Florence Avenue Station at the existing commercial center at on the southeast corner of Market Street and Florence Avenue (approximately 137,525 SF), the existing commercial plaza at 500 and 510 Manchester Boulevard (the Vons store and gas station; approximately 76,604 SF), and the commercial building at 150 South Market Street on the southeast corner of Manchester and Market Street (approximately SF). Additional work in the area will commence in Phases 2 and 3 4for the completion of the aerial guideway construction of the APM and the three stations.

After the demolition, the remaining asphalt flatwork area within the lot will provide suitable space for construction staging including but not limited to space for equipment storage, material staging and storage, temporary concrete batch plants, if needed, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration. The first phase of construction would occur between the early 2022 and the end of 2023 (including site preparation, staging, and cleanup).

The second phase would include enabling the construction sequence of the APM guideway along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard. This phase includes demolition, utility relocations, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders, and the construction of the MSF. The second phase of construction would occur between early 2023 and early 2025 (including site preparation, staging, and cleanup).

Figure 1 Project Location Map



The third phase would include enabling the construction sequence of the APM guideway along Manchester Boulevard from Prairie Avenue to Market Street, and Market Street from Manchester Boulevard to Florence Avenue. The work will include an above-ground pedestrian access walkway to the Metro Crenshaw/LAX Line's Downtown Inglewood Station, property acquisitions, building demolition, utility relocation, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders. This phase includes site work completion to the MSF. The third phase of construction would occur between early 2024 and early 2026 (including site preparation, staging, and cleanup).

The fourth phase would include enabling the completion of the aerial construction elements including the installation of the APM system's operations, track work, station platform equipment and systems, completion of the traction power substations, testing and commissioning of the full APM system, completion of all surface construction activities including but not limited to all electrical, mechanical and utilities energizations. Additional work in the area will commence in Phase 4 for the APM system installation, testing and commissioning of the system. The fourth phase of construction would occur between late 2025 and mid-2026 (including site preparation, staging, and cleanup).

The following presents the schedule under which use of construction equipment and haul trucks would occur:

- **Phase 1 (Demolition):** April 15, 2022 – March 15, 2023
- **Phase 1 (MSF Construction):** February 2, 2023 – December 18, 2023
- **Phase 2:** March 24, 2023 – February 10, 2025
- **Phase 3:** February 14, 2024 – February 2, 2026
- **Phase 4:** October 31, 2025 – May 28, 2026

Construction activity would primarily occur over a 16 hour / day schedule with two shifts, both a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approximately 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. Other minimal construction work could occur during other hours at a reduced intensity. Delivery of construction materials would occur during the night shift, as would most lane closures. These shifts are intended to minimize impacts to daily commuter traffic and potential event traffic. Delivery of construction materials would occur during the night shift, as would most lane closures.

Pursuant to Section 5-41 of the Inglewood Municipal Code, construction between the hours of 8:00 PM. and 7:00 AM of the next day will require a permit from the Permits and License Committee of the City. The proposed Project would secure a permit(s) from the Permits and License Committee to allow for

construction work activities to occur between the hours of 8:00 PM and 7:00 AM. The ambient air quality standards analysis and HRA results are presented for both the Morning/Evening and Morning/Night construction scenarios.

3.0 ANALYSIS METHODOLGY

Intermittent, short-term construction emissions that occur from activities such as demolition, site-grading, and concrete construction were evaluated. Regulatory models used to estimate air quality and health impacts include:

- California Air Resources Board's (CARB) EMFAC2017[10] emissions inventory model. EMFAC2017 is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in California. This model reflects CARB's current understanding of how vehicles travel and how much they emit. EMFAC2017 can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future.
- CARB OFFROAD2017[11] emissions inventory model. OFFROAD is the latest emission inventory model that calculates emission inventories and emission rates for off-road equipment such as loaders, excavators, and off-road haul trucks operating in California. This model reflects CARB's current understanding of how equipment operates and how much they emit. OFFROAD can be used to show how California off-road equipment emissions have changed over time and are projected to change in the future.
- American Meteorological Society/USEPA Regulatory Model (AERMOD). AERMOD (Version 19191) is an atmospheric dispersion model which can simulate point, area, volume, and line emissions sources and has the capability to include simple, intermediate, and complex terrain along with meteorological conditions and multiple receptor locations.[12,13] AERMOD is commonly executed to yield 1-hour maximum and annual average concentrations (in parts per million or ppm and micrograms per cubic meter or µg/m3) at each receptor. AERMOD is used to estimate air concentrations at nearby receptors resulting from the activities associated with an air emission source (such as construction equipment).

10 California Air Resources Board, EMFAC2017 User's Guide, March 1, 2018, Accessed July 6, 2020 at: https://ww3.arb.ca.gov/msei/downloads/emfac2017-volume-i-users-guide.pdf and https://www.arb.ca.gov/emfac/2017/

11 California Air Resources Board, OFFROAD Instructions, Accessed July 6, 2020 at: http://www.arb.ca.gov/msprog/ordiesel/info_1085/oei_write_up.pdf and https://www.arb.ca.gov/orion/

12 United States Environmental Protection Agency Preferred/Recommended Models, AERMOD Modeling System, Accessed July 6, 2020 at: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models#aermod.

13 Title 40 CFR Part 51, Revision to the Guideline on Air Quality Models: Adoption of a Preferred General Purpose (Flat and Complex Terrain) Dispersion Model and Other Revisions; Final Rule, Accessed July 6, 2020 at: http://www.epa.gov/ttn/scram/guidance/guide/appw_05.pdf.

4.0 EXISTING CONDITIONS

The proposed Project is located in Los Angeles County (County) within the South Coast Air Basin (SCAB or Basin). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

Regional Meteorology

Air quality is affected by the rate, amount, and location of pollutant emissions and the associated meteorological conditions that influence pollutant movement and dispersal. Atmospheric conditions, including wind speed, wind direction, stability, and air temperature, in combination with local surface topography (i.e., geographic features such as mountains, valleys, and Pacific Ocean), determine the effect of air pollutant emissions on local air quality.

In general, Southern California has a warm, dry Mediterranean climate; hot in the summer and mild in the winter. Temperatures are cooler near the coast and hotter near inland areas. Most of the precipitation occurs as rain during the winter months, although rain showers are common during the summer in higher-elevation desert areas. Average annual precipitation is approximately 19 inches and temperatures reach 90 degrees Fahrenheit 100 days of the year on average. August daily highs average 95 degrees while daily lows average 64 degrees Fahrenheit. January typically exhibits average daily highs of 68 degrees and average daily lows of 43 degrees Fahrenheit. The predominant wind directions are either out of the northwest or southeast. Gusts greater than 15 miles per hour occur infrequently, less than two percent of the time.

Basin climate increases the potential to create air pollution problems. Air quality within the Basin generally rates from fair to poor. Sinking or subsiding air from the Pacific High-Pressure System creates a temperature inversion (known as a subsidence inversion), which acts as a lid to vertical movement of air masses and dispersion of pollutants. The lower bound of this inversion at any given time is known as the "mixing height." Restricted maximum mixing heights are 3,500 feet above sea level or less. Weak summertime pressure gradients suppress winds and further limit horizontal dispersion of pollutants in the mixed layer below the subsidence inversion. Poorly dispersed anthropogenic (human-made) emissions, combined with strong sunshine, lead to photochemical reactions that create ozone (O_3) in this surface layer. Daytime onshore air flow (i.e., sea breeze) and nighttime offshore flow (i.e., land breeze) are quite common in Southern California. The sea breeze helps to moderate daytime temperatures and leads to air pollutants being blown out to sea at night and returning to land the following day.

Nearby Sensitive Receptors

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB and SCAQMD has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups.

Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. Off-site workers are also considered sensitive receptors by the SCAQMD.

Local Air Quality

The SCAQMD maintains a network of monitoring stations within the Air Basin that monitor air quality and compliance with applicable ambient standards. The nearest air monitoring station which measures CO, NO_2, SO_2, and PM_{10} is located near Los Angeles International Airport (7201 West Westchester Parkway, Southwest Coastal LA County, Station 820), four miles to the west of the Project alignment. The nearest air monitoring station which measures $PM_{2.5}$ is located in central Los Angeles (1630 North Main Street, Central LA, Station 087), ten miles to the northeast of the Project alignment.

Table 1: **Air Quality Data Summary** summarizes the most recent three years of data (2017 through 2019) from the nearby air monitoring stations. The ozone standard was not exceeded. The State annual PM_{10} standard was exceeded in 2018 and the State 24-hour PM_{10} standard was exceeded in 2019. The State annual $PM_{2.5}$ standard was exceeded in 2018 and the State 24-hour $PM_{2.5}$ standard was exceeded in 2019. No other exceedances were observed at the nearby air monitoring stations in 2017 through 2019.

Table 1
Air Quality Data Summary (2017 - 2019)

Pollutant	Monitoring Data by Year			
	Standard[s]	***2017***	***2018***	***2019***
Ozone				
Highest 1 Hour Average (ppm)	0.09	0.086	0.074	0.082
Days over State Standard	—	0	0	0
Highest 8 Hour Average (ppm)	0.070	0.070	0.065	0.067
Days over National Standard	—	0	0	0
Days over State Standard	—	0	0	0
Nitrogen Dioxide				
Highest 1 Hour Average (ppm)	0.180/0.100	0.072	0.060	0.057
Days over State Standard	—	0	0	0
Annual Average (ppm)	0.030/0.053	0.009	0.009	0.010
Carbon Monoxide				
Highest 1 Hour Average (ppm)	20.0	2.1	1.8	1.8
Days over State Standard	—	0	0	0
Highest 8 Hour Average (ppm)	9.0	1.6	1.5	1.3
Days over State Standard	—	0	0	0
Particulate Matter (PM10)				
Highest 24 Hour Average ($\mu g/m^3$)	50	46	45	**62**
Days over State Standard	—	0	0	2
State Annual Average ($\mu g/m^3$)	20	19.8	**20.5**	19.2
Particulate Matter (PM2.5)				
Highest 24 Hour Average ($\mu g/m^3$)	35	27.8	30.5	**43.5**
Days over National Standard	—	0	0	1
State Annual Average ($\mu g/m^3$)	12	11.9	**12.6**	10.9

*Notes: Values in **bold** are in excess of at least one applicable standard.*
Generally, State and national standards are not to be exceeded more than once per year.
ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
PM_{10} is not measured every day of the year. Number of estimated days over the standard is based on 365 days per year.
Source: South Coast Air Quality Management District, Annual Air Quality Summaries, Accessed July 7, 2020 at: http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year.

Adjusted Baseline

The Hollywood Park Specific Plan (HPSP) project is located adjacent to the project site. Related to air quality, the changes associated with the HPSP Adjusted Baseline, currently under development and/or operational, include operational air emissions associated with new uses in the HPSP area. The HPSP Adjusted Baseline would emit air pollutants associated with vehicle trips, maintenance operations, energy consumption from all of its operational land uses. Specifically, vehicle trips associated with activities at the HPSP began taking place during 2020 when the NFL Stadium began operations and uses are operating on the site and have an impact on local and regional air quality. Accordingly, the air pollutant emissions associated with the HPSP area were considered as part of an Adjusted Baseline.

Regional air emissions from the Proposed Project were assessed based on the incremental increase in emissions compared to existing conditions (that is, project-related), consistent with SCAQMD methodology. This methodology measures the incremental project contributions only and compares to project-level significance thresholds and so the Adjusted Baseline conditions are not relevant to the mass emissions threshold (**Section 8**).

The localized air quality analysis includes the Proposed Project impacts on local air quality concentrations of PM_{10} and $PM_{2.5}$. However, given the regional nonattainment status, the significance threshold is also only a project-related impact analysis. Thus, the Adjusted Baseline is not relevant to the PM_{10} and $PM_{2.5}$ localized air quality analysis for the Proposed Project (**Section 9**).

However, the localized air quality analysis includes the Proposed Project impacts on local air quality concentrations of CO, SO_2, and NO_2. The project-related concentrations would be added to the existing concentration from a nearby monitoring station. The Adjusted Baseline would emit air pollutants associated with vehicle trips, maintenance operations, energy consumption from all of its operational land uses concurrently during Proposed Project construction. Specifically, Adjusted Baseline activities would begin taking place during 2020 when the NFL Stadium begins operations and uses are operating on the site and would have an impact on local and regional air quality (which would not be accounted for in the existing monitoring data). Therefore, the project-related concentrations would be added to the existing concentration from a nearby monitoring station plus the concentrations associated with the Adjusted Baseline and the total would be compared to the CO, SO_2, and NO_2 NAAQS and CAAQS (**Section 9**).

The health impacts are also based on the maximum project-level incremental impact compared to a project-level significance thresholds (that is, does the project itself contributed significantly to the local health of nearby receptors). For this reason, the Adjusted Baseline is not relevant to the health impact analysis for the Proposed Project (**Section 10**).

Similarly, although the Adjusted Baseline has been constructed and in operation prior to start of construction of the Proposed Project, its potential impact on global emissions would not affect the threshold of significance or the impact analysis regarding GHG emissions from the Proposed Project (which is also based on project-level incremental contribution). For this reason, the Adjusted Baseline is not relevant to the GHG impact analysis for the Proposed Project (**Section 11**).

5.0 REGULATORY CONTEXT

USEPA has established the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (CAA) for six common air pollutants known as "criteria pollutants."[14] These air pollutants consist of CO, NO_2, ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), SO_2, and lead (Pb). An ambient air quality standard establishes the concentration above which the pollutant is known to cause adverse health effects to sensitive groups within the population such as children and the elderly. Ambient air quality standards are classified as either "primary" or "secondary" standards. Primary standards define levels of air quality, including an adequate margin of safety, necessary to protect the public health. Secondary ambient air quality standards define levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. The ambient air quality standards are shown in **Table 2: State and National Criteria Air Pollutant Standards, Effects, and Sources**.

Under the federal CAA, USEPA designate air basins where NAAQS are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there are inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." Areas where air pollution levels persistently exceed the State or national ambient air quality standards are designated "nonattainment." Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The South Coast Air Basin portion of the County is in nonattainment status for the federal ozone, lead, and $PM_{2.5}$; and in attainment for the federal CO, NO_2, SO_2, and PM_{10}.[15]

CARB manages air quality, regulates mobile emissions sources, and oversees the activities of county and regional Air Pollution Control Districts and Air Quality Management Districts. CARB regulates local air quality indirectly by establishing State ambient air quality standards and vehicle emissions and fuel standards; and by conducting research, planning and coordinating activities. California has adopted ambient standards (known as California Ambient Air Quality Standards or CAAQS) that are more stringent

14 United States Environmental Protection Agency, Six Common Air Pollutants, Accessed July 6, 2020 at: https://www.epa.gov/criteria-air-pollutants.

15 United States Environmental Protection Agency, The Green Book Nonattainment Areas for Criteria Pollutants, Accessed July 6, 2020 at: https://www.epa.gov/green-book.

than the federal standards for some criteria air pollutants. Under the California Clean Air Act patterned after the CAA, areas have been designated as attainment or nonattainment with respect to the State standards. The South Coast Air Basin portion of the County is in nonattainment status for the State ozone, PM_{10}, and $PM_{2.5}$; and is in attainment status for CO, NO_2, and SO_2.[16, 17]

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. The South Coast Air Basin is a sub-region of the SCAQMD jurisdiction. While air quality in this area has improved, the Basin requires continued diligence to meet air quality standards. The SCAQMD has adopted a series of Air Quality Management Plans to meet the CAAQS and NAAQS. These plans require control technology for existing sources, control programs for area sources and indirect sources, a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified permitted emission sources and transportation control measures.

On March 3, 2017, the SCAQMD adopted the 2016 Air Quality Management Plan (AQMP) which includes strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the ozone NAAQS as well as the latest $PM_{2.5}$ standards.[18] The SCAQMD also adopts rules and regulations to implement portions of the AQMP. On October 1, 2015, the USEPA strengthened the NAAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 ppb. The South Coast Air Basin is classified as an "extreme" nonattainment area and the Coachella Valley is classified as a "severe-15" nonattainment area for the 2015 Ozone NAAQS. The upcoming 2022 AQMP will be developed to address the requirements for meeting this standard. For the proposed Project, the relevant SCAQMD rules and regulations include:

- **Rules 201 and 203 (Permits to Construct and Operate**): These rules require that owners of applicable construction or operation equipment obtain written permits from the SCAQMD prior to construction and operation.

16 California Air Resources Board, Area Designations Maps/State and National, Accessed July 6, 2020 at: http://www.arb.ca.gov/desig/adm/adm.htm.

17 South Coast Air Quality Management District, NAAQS and CAAQS Attainment Status for the South Coast Air Basin, February 2016, Accessed July 6, 2020 at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf.

18 South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 1, 2017, Accessed July 6, 2020 at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan.

Table 2
State and National Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 Hour 8 Hour	0.09 ppm 0.07 ppm	– 0.070 ppm	High concentrations can directly affect lungs, causing irritation. Long–term exposure may cause damage to lung tissue.	Formed when reactive organic gases and nitrogen oxides react in the presence of sunlight. Major sources include on–road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide (CO)	1 Hour 8 Hour	20 ppm 9.0 ppm	35 ppm 9.0 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline–powered motor vehicles.
Nitrogen Dioxide (NO_2)	1 Hour Annual	0.18 ppm 0.03 ppm	0.10 ppm 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish–brown.	Motor vehicles, petroleum–refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide (SO_2)	1 Hour 3 Hour 24 Hour Annual	0.25 ppm – 0.04 ppm –	0.075 ppm 0.5 ppm 0.14 ppm 0.030 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM_{10})	24 Hour Annual	50 µg/m^3 20 µg/m^3	150 µg/m^3 –	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume–producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind–raised dust and ocean sprays).
Fine Particulate Matter ($PM_{2.5}$)	24 Hour Annual	– 12 µg/m^3	35.0 µg/m^3 12.0 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including nitrogen oxides, sulfur oxides, and organics.
Lead (Pb)	Month Rolling 3 Month	1.5 µg/m^3 –	– 0.15 µg/m^3	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present sources: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.

Source: Air Quality Standards, https://ww2.arb.ca.gov/resources/background-air-quality-standards.

- **Rule 402 (Nuisance):** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 (Fugitive Dust):** This rule requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- **Rule 1113 (Architectural Coatings):** This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 2202 (Employee Commute Reduction Program Guidelines)**: This rule is designed to assist employers in understanding the development and implementation requirements of the Employee Commute Reduction Program (ECRP) at their worksites. The ECRP focuses on reducing work related vehicle trips and vehicle miles traveled to a worksite with the purpose of achieving and maintaining the employers' designated average vehicle ridership targets.

A fugitive dust control program pursuant to the provisions of SCAQMD Rules 402 and 403 shall be implemented. This program shall include, but not be limited to the following:

- Prior to start of the initial on-site construction, the City Engineer shall confirm that the proposed construction plan is in compliance with SCAQMD Rule 403, fugitive dust shall be controlled by the applicable best available control measures listed in Table 1 of Rule 403.
- Water or a stabilizing agent shall be applied at least three times daily, preferably in the mid-morning, afternoon, and after work is done for the day, to exposed surfaces including graded and disturbed areas in sufficient quantity to prevent generation of dust plumes.
- Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday. The contractor shall use a gravel apron, 25 feet long by road width, or a pipe-grid track-out control device to reduce mud/dirt track-out from active operations and unpaved truck exit routes.
- A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project alignment.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered (e.g., with fabric tarps or other enclosures that would reduce fugitive dust emissions) and maintain a freeboard height of 12 inches, in accordance with California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
- Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

- Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.
- On-site stockpiles shall be covered or watered at least twice per day.

Criteria Air Pollutants

The following provides a brief summary of the potential health and welfare effects and typical sources of each of the criteria air pollutants and air toxics.

Ozone

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. O_3 is not emitted directly into the atmosphere but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving volatile organic compounds (VOC) and NO_x. VOC and NO_x are known as precursor compounds for O_3. Substantial ozone production generally requires O_3 precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. O_3 is a regional air pollutant because it is not emitted directly by sources but is formed downwind of sources of VOC and NO_x under the influence of wind and sunlight. O_3 concentrations tend to be higher in the late spring, summer, and fall, when long sunny days combine with regional air subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds.

Carbon Monoxide

CO is a nonreactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood–burning stoves and fireplaces. High CO concentrations develop primarily during winter when periods of light winds combine with the formation of ground–level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity, resulting in reduced levels of oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California, but in more recent years, CO measurements and modeling are not a priority in most California air districts due to the retirement of older vehicles, fewer emissions from new vehicles, and improvements to fuels.

Nitrogen Oxides

When combustion temperatures are extremely high, as in aircraft, truck and automobile engines, atmospheric nitrogen combines with oxygen to form various oxides of nitrogen. Nitric oxide (NO) and NO_2 are the most significant air pollutants generally referred to as NO_x. Nitric oxide is a colorless and odorless gas that is relatively harmless to humans, quickly converts to NO_2 and can be measured. Nitrogen dioxide has been found to be a lung irritant capable of producing pulmonary edema. Inhaling NO_2 can lead to respiratory illnesses such as bronchitis and pneumonia.

Volatile Organic Compounds

VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. VOC are any reactive compounds of carbon, excluding methane, CO, CO_2, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds.

VOC include a variety of chemicals, some of which may have short- and long-term adverse health effects. VOC are emitted by a wide array of products numbering in the thousands. Examples include paints and lacquers, paint strippers, cleaning supplies, building materials and furnishings, as well as fuel storage and use.

VOC can cause eye, nose, and throat irritation; headaches, loss of coordination, nausea; and damage to liver, kidney, and central nervous system. Some organics can cause cancer in animals; some are suspected or known to cause cancer in humans. The ability of organic chemicals to cause health effects varies greatly from those that are highly toxic, to those with no known health effect. As with other pollutants, the extent and nature of the health effect will depend on many factors including level of exposure and length of time exposed. Eye and respiratory tract irritation, headaches, dizziness, visual disorders, and memory impairment are among the immediate symptoms that some people have experienced soon after exposure to some organics.

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of airborne particles that measure 10 micrometers or less in diameter and 2.5 micrometers or less in diameter, respectively. PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, wood burning stoves and fireplaces, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition, construction activities and mining, are

more local in nature, while others such as vehicular traffic and wood burning stoves and fireplaces, have a more regional effect.

Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates can also damage materials and reduce visibility. Dust comprised of large particles (diameter greater than 10 micrometers) settles out rapidly and is easily filtered by human breathing passages. This dust is of concern more as a soiling nuisance rather than a health hazard. The remaining fractions, PM_{10} and $PM_{2.5}$, are a health concern particularly at levels above the federal and California ambient air quality standards. $PM_{2.5}$ (including diesel exhaust particles) is thought to have greater effects on health, because these particles are so small and thus penetrate to the deepest parts of the lungs.

Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children. Mortality studies since the 1990s have shown a statistically significant direct association between mortality (premature deaths) and daily concentrations of particulate matter in the air. Despite important gaps in scientific knowledge and continued reasons for some skepticism, a comprehensive evaluation of the research findings provides persuasive evidence that exposure to fine particulate air pollution has adverse effects on cardiopulmonary health. The CARB has estimated that achieving the ambient air quality standards for PM_{10} could reduce premature mortality rates by 6,500 cases per year.

Sulfur Dioxide

SO_2 is a combustion product of sulfur or sulfur–containing fuels such as coal and diesel. SO_2 is also a precursor to the formation of atmospheric sulfate and particulate matter and contributes to potential atmospheric sulfuric acid formation that could precipitate downwind as acid rain.

Lead

Ambient lead concentrations meet both the federal and State standards in the Project area. Lead has a range of adverse neurotoxin health effects and was released into the atmosphere via leaded gasoline products. The phase-out of leaded gasoline in California has resulted in dramatically decreased levels of atmospheric lead. Metal processing is currently the primary source of lead emissions in the SCAB. The highest concentrations of lead in air are generally found near lead smelters and general aviation airports; where piston aircraft use leaded fuel. Other stationary sources that generate lead emissions include waste incinerators, utilities, and lead-acid battery manufacturers. The maximum lead concentrations recorded in the Project area is below federal and California standards. Notably, diesel fuel does not contain lead emissions and gasoline fuel is unleaded.

Toxic Air Contaminants

Non-criteria air pollutants or toxic air contaminants (TAC) are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TAC include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TAC includes approximately 240 compounds, including particulate emissions from diesel-fueled engines and asbestos.

In August of 1998, CARB identified particulate emissions from diesel-fueled engines as TAC. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*[19] and *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines.*[20] The document represents a proposal to reduce diesel particulate emissions, with the goal to reduce emissions and the associated health risk by 75 percent in 2010 and 85 percent in 2020.[21] The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low sulfur diesel fuel on diesel-fueled engines.

Diesel particulate matter (DPM) is the most complex of diesel emissions. Diesel particulates, as defined by most emission standards, are sampled from diluted and cooled exhaust gases. This definition includes both solid and liquid material that condenses during the dilution process. The basic fractions of DPM are elemental carbon; heavy hydrocarbons derived from the fuel and lubricating oil and hydrated sulfuric acid derived from the fuel sulfur. DPM contains a large portion of the polycyclic aromatic hydrocarbons (PAH) found in diesel exhaust. Diesel particulates include small nuclei particles of diameters below 0.04 micrometers (µm) and their agglomerates of diameters up to 1 µm. DPM is a major factor in total TAC exposure in California.

California State law defines TAC as air pollutants having carcinogenic effects. A total of 243 substances have been designated as TAC under California law; they include the 187 (federal) hazardous air pollutants (HAP) adopted in accordance with AB 2728. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources but AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. Depending on the risk levels, emitting facilities are required to implement varying levels of risk reduction measures.

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19 California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000. Accessed July 6, 2020 at http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf.

20 California Air Resources Board, Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines, October 2000. Accessed July 6, 2020 at https://www.arb.ca.gov/diesel/documents/rmgFinal.pdf.

21 Generally, there was a 60 percent reduction in health risks from 2005 through 2015, based on the SCAQMD Multiple Air Toxics Exposure Study.

In 2005, the SCAQMD conducted a comprehensive study on air toxics in the SCAB called the Multiple Air Toxics Exposure Study (MATES-III). The monitoring program measured more than 30 air pollutants, including both gas and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-III found that the average cancer risk in the region from carcinogenic air pollutants ranges from approximately 870 in a million to 1,400 in a million, with an average regional risk of approximately 1,200 in a million.[22]

In 2015, the Multiple Air Toxics Exposure Study IV (MATES IV) is a follow up to previous air toxics studies in the Basin. The MATES IV Study includes an updated emissions inventory of toxic air contaminants and a modeling effort to characterize risk across the SCAB. The study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. An additional focus of MATES IV is the inclusion of measurements of ultrafine particle concentrations. Results for MATES-IV show that trends in monitored levels air toxics continue to decline, modeled exposures and risks were substantially lower compared to MATES III (approximately 60 percent decrease), and DPM remains the largest component of air toxics estimated risk, at approximately 68 percent of the South Coast Air Basin wide cancer risk of 418 per million persons, ranging from 320 to 480 per million persons. Based on data within MATES-IV, the proposed Project is within an area with an estimated cancer risk of 1,001 to 1,200 per million persons.[23]

6.0 THRESHOLDS OF SIGNIFICANCE

Because of the SCAQMD's regulatory role in the Basin, the significance thresholds and analysis methodologies in the SCAQMD's *CEQA Air Quality Handbook* are used in evaluating project impacts for construction, operations, and air toxics.[24] These significance thresholds, under which the proposed Project was evaluated, are described within the following section. The proposed Project would result in a significant construction air quality impact if the Project exceeds the concentration significance thresholds set forth in **Table 3: Ambient Air Quality Significance Thresholds for Criteria Pollutants**. Per SCAQMD guidance, the evaluated concentrations of CO, NO_2, and SO_2 included both the Project contribution plus background concentrations. The total concentration is then compared to the significance thresholds. For CO, NO_2, and SO_2, these significance thresholds are reflective of the CAAQS and NAAQS. Background

22 South Coast Air Quality Management District, Multiple Air Toxics Exposure Study (MATES-III) in the South Coast Air Basin, September 2008, Accessed July 6, 2020 at: https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iii.

23 South Coast Air Quality Management District, Multiple Air Toxics Exposure Study (MATES-IV) in the South Coast Air Basin, May 1, 2015, Accessed July 6, 2020 at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv.

24 South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, April 2019, Accessed July 6, 2020 at: http://www.aqmd.gov/ceqa/hdbk.html.

concentration were based on existing air monitoring stations near the Project alignment and represent existing air emissions sources within the Air Basin. Further information on the background concentrations is provided in **Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions**. Per SCAQMD guidance, the Project contribution of PM_{10} and $PM_{2.5}$ is compared to the significance thresholds without adding background concentrations.

The proposed Project would also result in a significant health impact if the carcinogenic or toxic air contaminants individually or cumulatively are equal to or exceed the maximum individual cancer risk of ten in one million persons or an chronic and acute hazard index of 1.0 or the cancer burden of 0.5 excess cancer cases (in areas greater than or equal to one in one million).[25]

Table 3
Ambient Air Quality Significance Thresholds for Criteria Pollutants

Pollutant	Averaging Period	Pollutant Concentration Threshold
CO	1-hour /8-hour	SCAQMD is in attainment (federal and State); project is significant if it causes or contributes to an exceedance of the attainment standards of 20 ppm (1-hour) and 9 ppm (8-hour)
NO_2	1-hour	SCAQMD is in attainment (federal and State); project is significant if it causes or contributes to an exceedance of the following attainment standard 0.18 ppm (State) and 0.10 ppm (federal)
	Annual	0.03 ppm (state) and 0.0534 ppm (federal)
PM_{10}	24-hour	10.4 µg/m^3 (construction) and 2.5 µg/m^3 (operation)
	Annual	1.0 µg/m^3 (construction and operation)
$PM_{2.5}$	24-hour	10.4 µg/m^3 (construction) and 2.5 µg/m^3 (operation)
SO_2	1-hour	0.25 ppm (State) and 0.075 ppm (federal)
	24-hour	0.04 ppm (State)
Lead	30-day Average	1.5 µg/m^3 (State)
	Rolling 3-month Average	0.15 µg/m^3 (federal)

Source: South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, April 2019, Accessed July 6, 2020 at: http://www.aqmd.gov/ceqa/hdbk.html

25 Cancer burden is the total cancer risk for all receptors divided by the estimated population within the modeling domain.

7.0 MITIGATION MEASURES

The following mitigation measures describe a number of specific actions to reduce construction NOx emissions from on-road vehicles and off-road equipment used in construction activities. **MM AQ-1** through **MM AQ-4** were incorporated into the post-mitigation modeling (see **Sections 8, 9, and 10** for unmitigated and mitigated air quality and health risk assessment results). However, the extent to which the remaining measures would reduce air quality impacts is not quantifiable. Nevertheless, the following mitigation measures are required to reduce the air quality and health impacts for cumulatively considerable construction emissions of ozone precursor of NOx:

MM AQ-1: Construction contractors shall, at a minimum, use equipment that meets the USEPA's Final Tier 4 emissions standards for off-road diesel-powered construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City of Inglewood Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project's construction, the City of Inglewood shall include this requirement in applicable bid documents, purchase orders, and contracts. The City of Inglewood shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance.

Such equipment will be outfitted with Best Available Control Technology devices including a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined by the CARB's regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.

If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements, the Contractor shall submit an alternative compliance plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities.

- The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project alignment, and the Contractor has submitted documentation to the City of Inglewood showing that the requirements of this exception provision apply.
- The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project alignment, and the Contractor has submitted documentation to the City of Inglewood showing that the requirements of this exception provision apply.
- Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the project site, and the Contractor has submitted documentation to the City of Inglewood showing that the requirements of this exception provision apply.
- Construction-related diesel equipment or vehicle will be used on the Project alignment for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a

substantially similar function in an attempt to use this exception to circumvent the intent of this mitigation measure.

- Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City of Inglewood will, from time-to-time, conduct independent audit of the availability of such vehicles and equipment for lease/rent within a 120 mile radius of the project site, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.

MM AQ-2: Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., non-diesel). Pole power shall be utilized at the earliest feasible point in time, and shall be used to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.

MM AQ-3: At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB's 2010 engine emissions standards at 0.01 g/hp-hour of particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances identified in MM AQ-1 exist and the Contractor submits an alternative compliance plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards. The City of Inglewood shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection.

MM AQ-4: Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with HEPA filters.

MM AQ-5: A publicly visible sign shall be posted with the telephone number and person to contact at the City of Inglewood regarding dust complaints. This person shall respond and take corrective action with 24 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AQ-6: All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as practical; in addition, building pads should be laid as soon as practical after grading.

MM AQ-7: To the extent feasible, allow construction employees to commute during off-peak hours.

MM AQ-8: Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips.

MM AQ-9: Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct hookup or a tie into electricity from power poles.

MM AQ-10: Contractors shall maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer's specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited.

MM AQ-11: Enter into applicable bid documents, purchase orders, and contracts to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the CARB's policy. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Project alignment. To further ensure that drivers understand the vehicle idling requirement, post signs at the proposed Project entry gates and throughout the Project alignment, where appropriate, stating that idling longer than five minutes is not permitted.

In addition to these mitigation measures, the following recommendations are provided for certain school/daycare centers:

- Indoor air filtration systems should meet or exceed an efficiency standard of Minimum Efficiency Reporting Value (MERV) 13 or higher (i.e., a filter efficiency of approximately 80 percent of fine particulates in the range of 1.0 to 3.0 micrometers) to limit DPM exposure at school/daycare sensitive receptors in which the health impacts using **MM AQ-1** through **MM AQ-11** potentially exceed the significance thresholds. MERV-13 air filters may reduce concentrations of DPM from mobile sources by approximately 53 percent and cancer risk by 42 percent. An ongoing maintenance plan for building air filtration systems would be implemented. Ventilation systems should meet the following minimal design standards:
  - A MERV-13, or higher, rating that represents a minimum of 80 percent efficiency to capture fine particulates;
  - At least one air exchange(s) per hour of fresh outside filtered air;
  - At least four air exchange(s) / hour recirculation; and
  - At least 0.25 air exchange(s) per hour in unfiltered infiltration; and[26]
  - Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., one mph).

The presence of a noise barrier often leads to pollutant concentration reductions behind the barrier during meteorological conditions with winds directionally from the project site. $PM_{2.5}$ concentrations generally decrease between 15 and 50 percent behind a noise barrier. However, conditions may also occur when pollutant concentrations are greater behind the barrier than when no barrier is present. These results imply that the presence of a noise barrier can lead to higher pollutant concentrations during certain wind conditions.[27]

8.0 CONSTRUCTION EMISSIONS INVENTORY

The proposed Project would consist of an elevated APM system with dual guideways to allow for continuous trains to travel in each direction. The proposed Project is designed as an aerial APM system that runs approximately 1.8 miles along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue for approximately one mile.

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26 San Francisco Department of Public Health. *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review,* May 2008, Accessed July 7, 2020 at: https://www.gsweventcenter.com/Draft_SEIR_References/2008_0501_SFDPH.pdf

27 Atmospheric Environment. *Impacts of Noise Barriers on Near-road Air Quality,* May 2008, Accessed August 25, 2020 at: https://escholarship.org/content/qt1ch1q6wx/qt1ch1q6wx.pdf.

Construction activities are expected to commence in early 2022 and be completed in mid-2026. Construction activity would primarily occur over a 24 hour per day schedule with three shifts as follows:

- a morning shift from approximately 7:00 AM to 3:00 PM (Morning Shift), and
- an evening shift from approximately 3:00 PM to 11:00 PM (Evening Shift), or
- a night shift from approximately 11:00 PM to 7:00 AM (Night Shift).

Combinations of these shifts would be referred to "Moring/Night" or "Night/ Morning." **Section 2** provides additional Project information. The AAQS analysis and HRA results are presented for both the Morning/Evening and Morning/Night construction scenarios.

Intermittent (short-term) construction emissions that occur from activities related to the proposed Project were evaluated. The air quality analysis focuses on daily emissions from construction (mobile, area, stationary, and fugitive sources) activities and compares the emission estimates to thresholds of significance. The air quality analysis was developed based on the SCAQMD *Air Quality Handbook.*[28] The air quality analysis was conducted to determine the air quality impacts, using the significance levels identified by the SCAQMD.[29] Assumption for the air construction emission estimates were based on the Inglewood Transit Connector: Construction Scenarios for the Environmental Impact Report by Pacifica Services (dated June 27, 2020).

Table 4: Daily Unmitigated Construction Emissions for Proposed Project shows the estimated daily unmitigated emissions for construction related emissions (including combustion engine and fugitive dust emissions) for the proposed Project. The grand total construction emissions as well as the contribution from employee vehicle trips, pickup/delivery trucks, haul trucks, and off-road equipment are presented. The off-road equipment represents the largest contribution to the total construction emissions. The daily unmitigated NO_x construction emissions would potentially exceed the SCAQMD thresholds of significance during 2022 through 2025. Therefore, appropriate mitigation measures (such as requiring USEPA Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower) was evaluated in conjunction with the ambient air quality analysis (**Section 9**) and the health risk assessment (**Section 10**).

28 South Coast Air Quality Management District, CEQA Air Quality Handbook, Accessed July 6 ,2020 at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.

29 South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, April 2019, Accessed July 6, 2020 at: http://www.aqmd.gov/ceqa/hdbk.html.

Table 4
Daily Unmitigated Construction Emissions (pounds) for Proposed Project

Construction Year	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_2
Grand Total						
2022	10.2	107	**128**	7.76	5.15	0.50
2023	17.3	203	**191**	12.5	8.23	0.88
2024	17.0	198	**179**	11.4	7.63	0.82
2025	18.5	218	**186**	11.5	7.74	0.86
2026	10.6	124	100	6.13	4.17	0.46
Significance Thresholds	75	550	100	150	55	150
Employee Vehicles						
2022	0.18	5.76	0.56	0.31	0.13	0.02
2023	0.42	13.1	1.22	0.76	0.32	0.05
2024	0.30	9.22	0.82	0.57	0.24	0.03
2025	0.42	12.8	1.09	0.84	0.35	0.05
2026	0.13	3.89	0.32	0.27	0.11	0.01
Pickup/Delivery Trucks						
2022	0.34	8.36	4.23	0.69	0.30	0.05
2023	0.70	16.8	8.41	1.54	0.68	0.10
2024	0.73	17.6	8.28	1.73	0.76	0.11
2025	0.53	13.5	5.71	1.39	0.60	0.09
2026	0.49	12.5	5.04	1.39	0.60	0.09
Haul Trucks						
2022	1.29	4.58	48.6	3.66	1.86	0.19
2023	0.35	2.53	44.3	4.64	2.09	0.26
2024	0.28	2.02	35.2	3.67	1.65	0.21
2025	0.27	2.04	35.4	3.73	1.67	0.21
2026	0.10	0.77	13.3	1.41	0.63	0.08
Off-road Equipment						
2022	8.38	88.1	74.4	3.10	2.85	0.24
2023	15.8	171	**137**	5.59	5.15	0.47
2024	15.7	169	**135**	5.41	4.98	0.46
2025	17.3	190	**144**	5.55	5.11	0.51
2026	9.88	107	81.2	3.07	2.82	0.29

*Note: Values in **bold** are in excess of applicable standard.*
Source: RCH Group, 2020

The off-road equipment represents the largest contribution to the total construction emissions; approximately 91 percent of the VOC emissions, approximately 85 percent of the CO emissions, approximately 73 percent of the NO_x emissions, approximately 46 percent of the PM_{10} emissions, approximately 64 percent of the $PM_{2.5}$ emissions, and approximately 56 percent of the SO_2 emissions. Cranes, backhoes/loaders, air compressors, and compactors contribute the greatest amounts to the daily total NO_x emissions.

Table 5: Daily Mitigated Construction Emissions for Proposed Project shows the estimated daily mitigated emissions for construction related emissions (including combustion engine and fugitive dust emissions) for the proposed Project.

Table 5
Daily Mitigated Construction Emissions (pounds) for Proposed Project

Construction Year	VOC	CO	NOx	PM_{10}	$PM_{2.5}$	SO_2
Grand Total						
2022	7.07	223	95.1	5.31	2.95	0.43
2023	11.6	443	**141**	8.21	4.35	0.75
2024	11.2	443	**138**	7.21	3.88	0.68
2025	11.7	478	**149**	7.23	3.90	0.68
2026	6.26	260	80.2	3.72	2.01	0.35
Significance Thresholds	75	550	100	150	55	150
Employee Vehicles						
2022	0.18	5.76	0.56	0.31	0.13	0.02
2023	0.42	13.1	1.22	0.76	0.32	0.05
2024	0.30	9.22	0.82	0.57	0.24	0.03
2025	0.42	12.8	1.09	0.84	0.35	0.05
2026	0.13	3.89	0.32	0.27	0.11	0.01
Pickup/Delivery Trucks						
2022	0.34	8.36	4.23	0.69	0.30	0.05
2023	0.70	16.8	8.41	1.54	0.68	0.10
2024	0.73	17.6	8.28	1.73	0.76	0.11
2025	0.53	13.5	5.71	1.39	0.60	0.09
2026	0.49	12.5	5.04	1.39	0.60	0.09
Haul Trucks						
2022	1.29	4.58	48.6	3.66	1.86	0.19
2023	0.35	2.53	44.3	4.64	2.09	0.26
2024	0.28	2.02	35.2	3.67	1.65	0.21
2025	0.27	2.04	35.4	3.73	1.67	0.21
2026	0.10	0.77	13.3	1.41	0.63	0.08
Off-road Equipment						
2022	5.25	205	41.7	0.65	0.65	0.17
2023	10.1	411	86.7	1.26	1.26	0.33
2024	9.93	415	93.2	1.23	1.23	0.32
2025	10.4	450	**107**	1.28	1.27	0.33
2026	5.54	243	61.6	0.66	0.66	0.17

*Note: Values in **bold** are in excess of applicable standard.*
Source: RCH Group, 2020

The total construction emissions including the contribution from employee vehicle trips, pickup/delivery trucks, haul trucks, and off-road equipment are presented. The daily mitigated NO_x construction emissions would potentially exceed the SCAQMD thresholds of significance during 2023 through 2025. However, as presented in **Section 9**, the ambient air concentration impacts due to Project construction would be less than significant at all nearby receptors for all pollutants. Therefore, although the daily emissions for NO_x would potentially exceed the SCAQMD significance thresholds, the resultant air concentrations would not likely exceed the SCAQMD significance thresholds.

The mitigation measures represent a reduction of approximately 23 percent of the NO_x emissions, approximately 36 percent of the PM_{10} emissions, and approximately 48 percent of the $PM_{2.5}$ emissions.

Air Emission Calculation Methodology

Air emission sources include combustion exhaust from on-road vehicles such as construction worker vehicles, pickup/delivery trucks, haul trucks, and construction equipment such as backhoes, loaders, and graders.

On-Road Vehicles

Vehicular emissions were computed using the CARB's emission factor model, EMFAC, to estimate on-road emissions. Construction worker trips were modeled using the light-duty auto/truck classification. Construction worker trips are a composite of gasoline and diesel vehicles. Foreman trucks used on-site were modeled as gasoline and diesel light heavy-duty trucks. Haul trucks were modeled using the diesel combination long-haul truck classification, which is a heavy-heavy duty truck emission factor for public vehicles. Construction worker vehicles usage were assumed to be 12 miles per one way trip per day.[30] Distance traveled is assumed to be 20 miles per one way trip per day for dump trucks, delivery trucks, and concrete trucks.[31] Distance traveled is assumed to be 29 miles per one way trip per day for asphalt removal trucks, asphalt pavement trucks, and soil spoils dump trucks.[32] A conservative estimate of 10 percent of the total truck trips within each phase were assumed to occur on any given day. The usage factor for haul trucks is approximately 25 percent. Paved road dust, brake wear, and tire wear particulate emissions were also accounted for and included in the analysis using EMFAC emission factors and methodologies. For haul trucks, exhaust particulate emissions is approximately 14 percent of the total particulate emissions.

Criteria pollutant emissions associated with on-road vehicles were calculated by combining the activity information with emissions factors, in grams per mile, derived using the EMFAC emissions model. Emissions calculations were based on **Equation 1**. The EMFAC emissions factors are summarized on **Table 6: Emissions Factors (g/mile) for On-Road Vehicles** for employee vehicles, pickup trucks, delivery trucks, and haul trucks for 2022 through 2026.

Equation 1

*Emission Rate (tons/year) = Emission Factor (gram/mile) * trips per day * miles per trip * days/year * (453.59/2000 tons/gram)*

30 California Emissions Estimator Model (CalEEMod) Version 2016.3.2

31 The maximum distance from four supporting facilities: CalPortland, Catalina Pacifica Concrete, Cemex-Inglewood, and Robertson's Read Mix.

32 The distance to Whittier Landfill.

Table 6
Emissions Factors (g/mile) for On-Road Vehicles

Vehicle Type	VOC	CO	NO_x	CO_2	CH_4	N_2O	PM_{10}	$PM_{2.5}$	SO_2
Calendar Year 2022									
Employee	0.03	0.89	0.09	299	0.01	0.01	0.05	0.02	0.003
Pickup Truck	0.02	1.07	0.09	331	0.01	0.01	0.05	0.02	0.003
Delivery Truck	0.05	0.59	0.82	660	0.01	0.04	0.10	0.04	0.01
Haul Truck	0.06	0.22	2.30	973	0.003	0.15	0.17	0.09	0.01
Calendar Year 2023									
Employee	0.03	0.83	0.08	290	0.01	0.01	0.05	0.02	0.003
Pickup Truck	0.02	0.98	0.08	319	0.01	0.01	0.05	0.02	0.003
Delivery Truck	0.05	0.52	0.73	648	0.01	0.04	0.10	0.04	0.01
Haul Truck	0.01	0.08	1.46	928	0.001	0.15	0.15	0.07	0.01
Calendar Year 2024									
Employee	0.03	0.78	0.07	281	0.01	0.01	0.05	0.02	0.003
Pickup Truck	0.02	0.91	0.07	309	0.004	0.01	0.05	0.02	0.003
Delivery Truck	0.04	0.47	0.64	637	0.004	0.04	0.10	0.04	0.01
Haul Truck	0.01	0.08	1.46	919	0.001	0.14	0.15	0.07	0.01
Calendar Year 2025									
Employee	0.02	0.73	0.06	272	0.004	0.01	0.05	0.02	0.003
Pickup Truck	0.02	0.84	0.06	298	0.004	0.01	0.05	0.02	0.003
Delivery Truck	0.04	0.42	0.57	624	0.004	0.04	0.10	0.04	0.01
Haul Truck	0.01	0.08	1.45	909	0.001	0.14	0.15	0.07	0.01
Calendar Year 2026									
Employee	0.02	0.70	0.06	264	0.004	0.01	0.05	0.02	0.003
Pickup Truck	0.01	0.79	0.05	289	0.003	0.01	0.05	0.02	0.003
Delivery Truck	0.04	0.38	0.50	612	0.003	0.04	0.10	0.04	0.01
Haul Truck	0.01	0.08	1.44	901	0.0005	0.14	0.15	0.07	0.01

Source: CARB EMFAC Emissions Model.

Off-Road Equipment

Construction of the proposed Project would require the use of heavy-duty equipment, such as excavators, loaders, forklifts, and off-road haul trucks. This equipment would be used to load and unload material and otherwise sort and handle material. Composite emission factors from the OFFROAD emissions model were used. Emissions from construction activities were estimated based on the projected construction activity schedule, the number of vehicles/pieces of equipment, the types of equipment/type of fuel used, vehicle/equipment utilization rates, equipment horsepower, and the construction year. This data were based on the Inglewood Transit Connector: Construction Scenarios for the Environmental Impact Report

by Pacifica Services (dated June 27, 2020). Emissions from construction activities were also estimated based on load factor (throttle setting)[33] and usage factor.[34] For the daily emission estimates and short-term ambient concentration analysis (1-hour to 24-hour averaging periods), the usage factor of 100 percent was applied (i.e., full-time operation). For the long-term ambient concentration analyses and the health risk assessment, the usage factor of less than 100 percent was applied by equipment type, as not all of the equipment can be used every hour of the day and every day of the year due to safety issues and manpower constraints. That is, the short-term impacts are based on worst-case construction activity but the long-term impacts are based on average construction activity.

This information was applied to criteria pollutant emissions factors, in grams per horsepower-hour, primarily derived using the OFFROAD emissions model. **Equation 2** outlines how off-road construction equipment emissions were computed, and the emissions factors used in this assessment are summarized, by equipment type within **Table 7** through **Table 11: Emissions Factors (g/hp-hour) for Off-Road Equipment** for 2022 through 2026, respectively**.**

Equation 2

*Emission Rate (tons/year) = Emission Factor (gram/hp-hour) * size (hp) * hours of operation * Load Factor * usage factor * (453.59/2000 tons/gram)*

*Emission Rate (pounds/day) = Emission Factor (gram/hp-hour) * size (hp) * hours of operation * Load Factor * (1/453.59 pounds/gram)*

33 Load factor (or throttle setting) are the engine performance demands, as a percent of maximum power; based on values within OFFROAD and typically ranging from 30 to 80 percent depending on equipment type.

34 Activity level (or usage factor) are defined as the percent of operation for a piece of equipment over a given time.

Table 7
Emissions Factors (g/hp-hour) for Off-Road Equipment for 2022

Equipment	HP	ROG	CO	NO_X	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Impact Pile Driver	700	0.04	0.49	0.32	0.002	0.01	0.01	268
Crane	270	0.09	0.52	1.08	0.001	0.04	0.04	152
Backhoe	127	0.07	1.14	0.65	0.002	0.03	0.03	193
Loader	164	0.07	1.14	0.65	0.002	0.03	0.03	193
Auger Drill Rig	600	0.04	0.49	0.32	0.002	0.01	0.01	268
Air Compressor	150	0.03	0.87	0.35	0.001	0.01	0.01	158
Excavator	396	0.05	0.40	0.39	0.002	0.01	0.01	201
Bobcat	72.9	0.16	1.39	1.37	0.002	0.10	0.09	189
Generator	15	0.41	2.16	3.29	0.006	0.14	0.13	421
Drum Mixer	3.5	0.31	1.82	2.35	0.005	0.09	0.08	318
Drill Rig Truck	600	0.04	0.49	0.32	0.002	0.01	0.01	268
Concrete Saw	24	0.41	1.71	3.17	0.005	0.12	0.11	416
Compactor	80	0.11	1.29	1.17	0.002	0.07	0.06	198
Man Lift	45.9	0.45	2.85	3.40	0.007	0.13	0.12	466
Welder	23	0.05	0.96	0.90	0.002	0.01	0.01	181
Street Sweeper	240	0.27	1.28	2.00	0.004	0.09	0.08	256

Source: CARB OFFROAD Emissions Model.

Table 8
Emissions Factors (g/hp-hour) for Off-Road Equipment for 2023

Equipment	HP	ROG	CO	NO_X	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Impact Pile Driver	700	0.04	0.49	0.30	0.002	0.01	0.01	268
Crane	270	0.09	0.52	1.00	0.001	0.04	0.04	152
Backhoe	127	0.07	1.14	0.56	0.002	0.03	0.03	194
Loader	164	0.07	1.14	0.56	0.002	0.03	0.03	194
Auger Drill Rig	600	0.04	0.49	0.30	0.002	0.01	0.01	268
Air Compressor	150	0.03	0.88	0.29	0.001	0.01	0.01	160
Excavator	396	0.05	0.40	0.34	0.002	0.01	0.01	201
Bobcat	72.9	0.15	1.38	1.26	0.002	0.08	0.08	189
Generator	15	0.41	2.14	3.26	0.006	0.14	0.13	421
Drum Mixer	3.5	0.31	1.82	2.35	0.005	0.09	0.08	318
Drill Rig Truck	600	0.04	0.49	0.30	0.002	0.01	0.01	268
Concrete Saw	24	0.42	1.72	3.18	0.005	0.12	0.11	417
Compactor	80	0.10	1.28	1.09	0.002	0.06	0.05	198
Man Lift	45.9	0.45	2.85	3.40	0.007	0.13	0.12	466
Welder	23	0.05	0.96	0.89	0.002	0.01	0.01	181
Street Sweeper	240	0.27	1.28	1.99	0.004	0.09	0.08	256

Source: CARB OFFROAD Emissions Model.

Table 9
Emissions Factors (g/hp-hour) for Off-Road Equipment for 2024

Equipment	HP	ROG	CO	NO_X	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Impact Pile Driver	700	0.04	0.49	0.28	0.002	0.01	0.01	268
Crane	270	0.08	0.49	0.91	0.001	0.04	0.03	152
Backhoe	127	0.06	1.14	0.51	0.002	0.03	0.02	194
Loader	164	0.06	1.14	0.51	0.002	0.03	0.02	194
Auger Drill Rig	600	0.04	0.49	0.28	0.002	0.01	0.01	268
Air Compressor	150	0.03	0.89	0.26	0.001	0.01	0.01	161
Excavator	396	0.05	0.40	0.32	0.002	0.01	0.01	201
Bobcat	72.9	0.14	1.39	1.19	0.002	0.08	0.07	189
Generator	15	0.40	2.13	3.24	0.006	0.13	0.12	421
Drum Mixer	3.5	0.31	1.82	2.35	0.005	0.09	0.08	318
Drill Rig Truck	600	0.04	0.49	0.28	0.002	0.01	0.01	268
Concrete Saw	24	0.42	1.72	3.18	0.005	0.12	0.11	417
Compactor	80	0.10	1.28	1.03	0.002	0.05	0.05	198
Man Lift	45.9	0.45	2.85	3.40	0.007	0.13	0.12	466
Welder	23	0.05	0.96	0.89	0.002	0.01	0.01	181
Street Sweeper	240	0.26	1.27	1.98	0.004	0.08	0.08	256

Source: CARB OFFROAD Emissions Model.

Table 10
Emissions Factors (g/hp-hour) for Off-Road Equipment for 2025

Equipment	HP	ROG	CO	NO_X	SO_2	PM_10	$PM_{2.5}$	CO_2
Impact Pile Driver	700	0.04	0.48	0.21	0.002	0.01	0.01	266
Crane	270	0.08	0.44	0.80	0.001	0.03	0.03	152
Backhoe	127	0.06	1.14	0.44	0.002	0.02	0.02	194
Loader	164	0.06	1.14	0.44	0.002	0.02	0.02	194
Auger Drill Rig	600	0.04	0.48	0.21	0.002	0.01	0.01	266
Air Compressor	150	0.03	0.90	0.21	0.002	0.01	0.01	163
Excavator	396	0.04	0.40	0.27	0.002	0.01	0.01	201
Bobcat	72.9	0.13	1.37	1.07	0.002	0.06	0.06	189
Generator	15	0.40	2.12	3.22	0.006	0.13	0.12	421
Drum Mixer	3.5	0.31	1.82	2.34	0.005	0.09	0.08	318
Drill Rig Truck	600	0.04	0.48	0.21	0.002	0.01	0.01	266
Concrete Saw	24	0.42	1.73	3.20	0.005	0.12	0.11	420
Compactor	80	0.09	1.28	0.98	0.002	0.05	0.04	198
Man Lift	45.9	0.45	2.85	3.40	0.007	0.13	0.12	466
Welder	23	0.05	0.95	0.89	0.002	0.01	0.01	181
Street Sweeper	240	0.26	1.26	1.96	0.004	0.08	0.07	256

Source: CARB OFFROAD Emissions Model.

Table 11
Emissions Factors (g/hp-hour) for Off-Road Equipment for 2026

Equipment	HP	ROG	CO	NO_X	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Impact Pile Driver	700	0.04	0.48	0.21	0.002	0.01	0.01	267
Crane	270	0.07	0.43	0.72	0.001	0.03	0.03	152
Backhoe	127	0.06	1.14	0.40	0.002	0.02	0.02	194
Loader	164	0.06	1.14	0.40	0.002	0.02	0.02	194
Auger Drill Rig	600	0.04	0.48	0.21	0.002	0.01	0.01	267
Air Compressor	150	0.03	0.91	0.19	0.002	0.01	0.01	165
Excavator	396	0.04	0.403	0.26	0.002	0.01	0.01	201
Bobcat	72.9	0.12	1.37	0.98	0.002	0.06	0.05	189
Generator	15	0.40	2.12	3.20	0.006	0.13	0.12	421
Drum Mixer	3.5	0.31	1.82	2.34	0.005	0.09	0.08	318
Drill Rig Truck	600	0.04	0.48	0.21	0.002	0.01	0.01	267
Concrete Saw	24	0.42	1.73	3.19	0.005	0.12	0.11	419
Compactor	80	0.09	1.28	0.93	0.002	0.04	0.04	198
Man Lift	45.9	0.45	2.85	3.40	0.007	0.13	0.12	466
Welder	23	0.05	0.95	0.89	0.002	0.01	0.01	181
Street Sweeper	240	0.26	1.26	1.95	0.004	0.08	0.07	256

Source: CARB OFFROAD Emissions Model.

Fugitive Dust from Project Alignment Activities

Fugitive dust emissions from site preparation, grading equipment passes, soil movement, unloading/loading of materials, and other construction related activities is based on work performed by Midwest Research Institute (MRI).[35] Generally, the emission factor used is 0.11 tons PM_{10} per acre-month of activity. This emission factor is based on MRI's observation of the types, quantity, and duration of operations at eight construction sites (three in Las Vegas and five in California). The bulk of the operations observed were site preparation-related activities. The observed activity data were then combined with operation-specific emission factors provided in USEPA's AP-42 to produce emissions estimates.[36]

The construction emission factor is assumed to include the effects of typical control measures such as routine watering. A dust control effectiveness of 75 percent is assumed from these measures, which is based on the estimated control effectiveness of watering. The MRI also includes an emission factor for worst-case emissions of 0.42 tons PM_{10} per acre-month.[37] This emission factor is appropriate for large-scale construction operations, which involve substantial earthmoving operations. The ratio of $PM_{2.5}$ to PM_{10} was assumed to be 21 percent.

The MRI also includes an emission factor for typical conditions of 0.22-ton PM_{10} per acre-month without control measures. This emission factor is based on MRI's observation of the types, quantity, and duration of operations at eight construction sites (three in Las Vegas and five in California). The bulk of the operations observed were site preparation-related activities. The observed activity data were then combined with operation-specific emission factors provided in USEPA's AP-42 to produce emissions estimates.

The SCAQMD estimated that 25 percent of their construction projects under the jurisdiction of the District involve substantial earthmoving operations (worst case conditions) and applied recommended application of the larger emission factor of 0.42-ton PM_{10} per acre-month for those types of construction projects. For the remainder of the construction projects, the average emission factor of 0.22-ton PM_{10} per acre-month was recommended.

Therefore, given the larger size of the proposed Project, the 0.42 ton PM_{10} per acre-month emission factor was used along with the dust control effectiveness of 75 percent, which is based on the estimated control

35 Midwest Research Institute, Inventory of Agricultural Tilling, Unpaved Roads and Airstrips and Construction Sites, November 1974.

36 Environmental Protection Agency. Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Section 13.2.3 Heavy Construction Operations, January, 1995, Accessed July 6, 2020 at: https://www3.epa.gov/ttn/chief/ap42/ch13/final/c13s02-3.pdf

37 Worst-case refers to construction sites with active large-scale earth moving operations.

effectiveness of watering, reducing vehicle speed on unpaved surface, and other measures.[38]

Mitigated Combustion Emission Factors for Off-road Equipment

Table 12: Emissions Factors for Off-Road Equipment by Engine Tier presents the mitigated emission factors for off-road construction equipment. The CO, NOx, and CO_2 emission factors for the natural gas sweepers would be 4.1, 1.2, and 342 g/hp-hour, respectively.

Table 12
Emissions Factors (g/hp-hour) for Off-Road Equipment by Engine Tier

Tier	Low HP	High HP	CO	NO_X	PM_{10}	$PM_{2.5}$	ROG
Tier 3	25	49	4.1	4.63	0.28	0.28	0.29
	50	74	3.7	2.74	0.192	0.192	0.12
	75	119	3.7	2.74	0.192	0.192	0.12
	120	174	3.7	2.32	0.112	0.112	0.12
	175	299	2.6	2.32	0.088	0.088	0.12
	300	599	2.6	2.32	0.088	0.088	0.12
	600	750	2.6	2.32	0.088	0.088	0.12
	751	2000	2.6	2.32	0.088	0.088	0.12
Tier 4 Final	25	49	4.1	2.75	0.008	0.008	0.12
	50	74	3.7	2.74	0.008	0.008	0.12
	75	119	3.7	0.26	0.008	0.008	0.06
	120	174	3.7	0.26	0.008	0.008	0.06
	175	299	2.2	0.26	0.008	0.008	0.06
	300	599	2.2	0.26	0.008	0.008	0.06
	600	750	2.2	0.26	0.008	0.008	0.06
	751	2000	2.6	2.24	0.016	0.016	0.06

Source: CARB OFFROAD Emissions Model.

9.0 AMBIENT AIR CONCENTRATION IMPACTS

A dispersion modeling analysis was also conducted to assess Project-related impacts to air concentrations of CO, NO_2, PM_{10}, $PM_{2.5}$, and SO_2. Concentrations were compared to SCAQMD's significance thresholds and California/federal ambient air quality standards. The proposed Project would result in a significant construction air quality impact if concentration impacts from the proposed Project exceed the significance

38 SCAQMD Air Quality Management Handbook Mitigation Measures Fugitive Dust, Accessed July 6, 2020 at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/fugitive-dust.

concentration thresholds set forth in **Table 2: Ambient Air Quality Standards for Criteria Pollutants (see Attachment C: Supplemental Health Impact Information** for further information.[39]

Table 15: Estimated Unmitigated Concentration Impacts from Construction Activities provides the unmitigated proposed Project air concentrations from construction activities for nearby receptors.

Table 16: Estimated Mitigated Concentration Impacts from Construction Activities provides the mitigated proposed Project air concentrations from construction activities for nearby receptors.

Ambient Air Quality Concentrations Due To Construction Activities

Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions provides detailed information about the location of air quality receptors used in the dispersion modeling analysis of criteria pollutants (NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$). There are a total of 1,954 air quality receptors.[40] These

39 The recent Sierra Club v. County of Fresno California Supreme Court case held, in part, that the Friant Ranch Specific Plan EIR (Friant Ranch EIR) was deficient in the informational discussion of air quality impacts as they connect to adverse human health effects. The Supreme Court concluded that an EIR's discussion must "make [ ] a reasonable effort to substantively connect a project's air quality impacts to likely health consequences."
For the proposed Project, daily construction emissions of NOx (a precursor to the formation of ozone) would exceed significance thresholds resulting in a significant and unavoidable impact even with mitigation. The proposed Project would contribute to regional ozone contributions but determining potential health impacts caused directly by the construction activities is not feasible.
According to the San Joaquin Valley Air Pollution Control District, it is not possible to determine ozone concentrations or make a direct correlation to human health impacts, because project-focused modeling cannot feasibly predict ozone formation and resulting regional ozone concentrations. SCAQMD has indicated that applicable methods do exist but are not applicable or feasible in most cases. The Court did not rule on whether health impacts of the named pollutants were scientifically feasible to predict, but it did state that: "if it is not scientifically possible to do more than has already been done to connect air quality effects with potential human health impacts, the Friant Ranch EIR itself must explain why, in a manner reasonably calculated to inform the public of the scope of what is and is not yet known about the project's impacts."
The current modeling tools are not equipped to provide meaningful analysis of the correlation between a project's criteria pollutant or pollutant precursor emissions and specific health impacts. Air dispersion modeling is available, such as the American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), but these models cannot accurately estimate dispersion of ozone. Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, atmospheric stability, and wind patterns. Because of the dynamic nature of ozone formation and the complexities of predicting ground-level ozone concentrations in relation to ambient standards, air districts instead generally develop mass emissions thresholds for NOx that are used to make significance determinations.
In summary, modeling of the proposed Project's ozone emissions is not feasible and would not provide meaningful information given the number of variables that affect ozone formation (e.g., location of activity and weather on that day that results in conversion of precursor emissions into ozone). However, as shown in **Section 9**, the resultant air concentrations for the proposed Project would be below the significance thresholds and thus, the air quality health impacts due to the construction criteria air pollutant emissions would be expected to be less than significant. Nevertheless, the health impacts due to diesel particulate emissions would be potentially above the significance thresholds and would potentially be significant. Lastly, daily operational emissions would potentially exceed the SCAQMD significance thresholds during an NFL event. However, once operational in 2026, the proposed Project will increase transit ridership throughout the region, reduce vehicle miles traveled and criteria air pollutants, GHG emissions, and improve air quality throughout the South Coast Air Basin (see **Section 12**). Therefore, short-term construction-related and operational–related air quality impacts would occur but long-term operational-related air quality benefits would follow.

40 There are a total of 669 air quality criteria pollutant receptors plus the 1,285 sensitive receptors.

receptors are designed to represent off-site locations where a person has access and can be situated for an hour or longer at a time (which is different from the HRA receptors which are designed to represent specific residences, schools, daycares, off-site worker locations). The ambient air quality standards analysis results are presented for both the Morning/Evening and Morning/Night construction scenarios.

Morning/Evening Construction Activities

As shown in **Table 13: Estimated Unmitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario**, for the air quality receptors during Project construction, the incremental 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be a maximum of 0.16 ppm (see **Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions**), which is below the State threshold of 0.18 ppm. The maximum incremental 98th percentile 1-hour NO_2 impacts to a sensitive receptor, including background concentrations, would be 0.12 ppm, which is potentially above the federal threshold of 0.10 ppm. The maximum Project construction incremental annual NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.01 ppm, which is below the thresholds of 0.03 ppm (State) and below the threshold of 0.0534 ppm (federal). Therefore, unmitigated construction activities would potentially exceed the 1-hour and would result in a *potentially significant air quality impact of 1-hour NO_2 on nearby receptors due to construction activities* but would not exceed the annual NO_2 thresholds and would result in a *less than significant air quality impact of annual NO_2 on nearby receptors due to construction activities.*

As shown in **Table 13: Estimated Unmitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario**, for the air quality receptors during Project construction, the maximum incremental 24-hour and annual PM_{10} impacts to a sensitive receptor would be 3.02 µg/m^3 and 0.23 µg/m^3, respectively; impacts would be below the 24-hour PM_{10} threshold of 10.4 µg/m^3 and below the annual PM_{10} threshold of 1.0 µg/m^3. The Project construction maximum incremental 24-hour $PM_{2.5}$ impacts to a sensitive receptor would be 2.78 µg/m^3, which would be below the 24-hour $PM_{2.5}$ threshold of 10.4 µg/m^3. Therefore, unmitigated construction activities would result in a *less than significant air quality impact of PM_{10} and $PM_{2.5}$ on nearby receptors due to construction activities*.

As shown in **Table 14: Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario**, for the air quality receptors during Project construction, the maximum incremental 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.14 ppm, which is below the State threshold of 0.18 ppm. The maximum incremental 98th percentile 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.10 ppm, which is within the federal threshold of 0.10 ppm. The maximum Project construction incremental annual NO_2 impacts including background

concentrations would be 0.01 ppm, which is below the thresholds of 0.03 ppm (state) and below the threshold of 0.0534 ppm (federal). Therefore, mitigated construction activities would not exceed the 1-hour and annual NO_2 thresholds and would be a *less than significant air quality impact of NO_2 on nearby receptors due to construction activities*.

As shown in **Table 14: Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario**, for the air quality receptors during Project construction, the maximum incremental 24-hour and annual PM_{10} impacts would be 0.65 µg/m^3 and 0.06 µg/m^3, respectively. Impacts would be below the 24-hour PM_{10} threshold of 10.4 µg/m^3 and the annual PM_{10} threshold of 1.0 µg/m^3. The Project construction maximum incremental 24-hour $PM_{2.5}$ impacts would be 0.65 µg/m^3, which would be below the 24-hour $PM_{2.5}$ threshold of 10.4 µg/m^3. Therefore, mitigated construction activities would result in a *less than significant air quality impact of PM_{10} and $PM_{2.5}$ on nearby receptors due to construction activities*.

Additionally, as shown in **Table 14: Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario**, for the air quality receptors during Project construction, the maximum incremental SO_2 and CO impacts including background concentrations and Adjusted Baseline would be well below the significance thresholds and would be a *less than significant air quality impact of SO_2 and CO on all nearby receptors due to construction activities*.

Table 13
Estimated Unmitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario
(Approximately 7:00 AM to 3:00 PM and 3:00 PM to 11:00 PM)

Criteria	Maximum 1-Hour NO_2 (ppm)	98% 1-Hour NO_2 (ppm)	CAAQS Annual NO_2 (ppm)	NAAQS Annual NO_2 (ppm)	24-Hour PM_{10} ($\mu g/m^3$)	Annual PM_{10} ($\mu g/m^3$)	24-Hour $PM_{2.5}$ ($\mu g/m^3$)	CAAQS 1-Hour SO_2 (ppm)	NAAQS 1-Hour SO_2 (ppm)	24-Hour SO_2 (ppm)	1-Hour CO (ppm)	8-Hour CO (ppm)
Off-site Receptor (Project Increment)	0.06	0.05	<0.01	<0.01	3.02	0.23	2.78	<0.01	<0.01	<0.01	0.29	0.03
Background Concentration	0.07	0.05	0.01	0.01				0.01	0.01	<0.01	2.10	1.60
Adjusted Baseline Concentrations	0.03	0.02	<0.01	<0.01				<0.01	<0.01	<0.01	1.80	0.80
Total Concentration	**0.16**	**0.12**	**0.01**	**0.01**	**3.02**	**0.23**	**2.78**	**0.01**	**0.01**	**<0.01**	**4.19**	**2.43**
Significance Threshold	0.18	0.10	0.03	0.0534	10.4	1.00	10.4	0.25	0.075	0.04	20.0	9.00
Potentially Significant (Yes or No)?	No	**Yes**	No	No	No	No	No	No	No	No	No	No

Source: RCH Group, 2020

Total concentrations reflect rounding of values (Project Increment plus background concentration plus Adjusted Baseline). Per SCAQMD guidance, PM_{10} and $PM_{2.5}$ impacts do not include background concentrations.

Table 14
Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Evening Scenario
(Approximately 7:00 AM to 3:00 PM and 3:00 PM to 11:00 PM)

Criteria	Maximum 1-Hour NO_2 (ppm)	98% 1-Hour NO_2 (ppm)	CAAQS Annual NO_2 (ppm)	NAAQS Annual NO_2 (ppm)	24-Hour PM_{10} ($\mu g/m^3$)	Annual PM_{10} ($\mu g/m^3$)	24-Hour $PM_{2.5}$ ($\mu g/m^3$)	CAAQS 1-Hour SO_2 (ppm)	NAAQS 1-Hour SO_2 (ppm)	24-Hour SO_2 (ppm)	1-Hour CO (ppm)	8-Hour CO (ppm)
Off-site Receptor (Project Increment)	0.04	0.03	<0.01	<0.01	0.65	0.06	0.65	<0.01	<0.01	<0.01	0.68	0.08
Background Concentration	0.07	0.05	0.01	0.01				0.01	0.01	<0.01	2.10	1.60
Adjusted Baseline Concentrations	0.03	0.02	<0.01	<0.01				<0.01	<0.01	<0.01	1.80	0.80
Total Concentration	**0.14**	**0.10**	**0.01**	**0.01**	**0.65**	**0.06**	**0.65**	**0.01**	**0.01**	**<0.01**	**4.58**	**2.48**
Significance Threshold	0.18	0.10	0.03	0.0534	10.4	1.00	10.4	0.25	0.075	0.04	20.0	9.00
Potentially Significant (Yes or No)?	No	No	No	No	No	No	No	No	No	No	No	No

Source: RCH Group, 2020

Total concentrations reflect rounding of values (Project Increment plus background concentration plus Adjusted Baseline). Per SCAQMD guidance, PM_{10} and $PM_{2.5}$ impacts do not include background concentrations.

As previously noted, construction activities are expected to commence in the end of 2021 and be completed in mid-2026. Construction activity would primarily occur over a 24 hour per day schedule with three shifts as follows:

- a morning shift from approximately 7:00 AM to 3:00 PM (Morning Shift), and
- an evening shift from approximately 3:00 PM to 11:00 PM (Evening Shift), or
- a night shift from approximately 11:00 PM to 7:00 AM (Night Shift).

Combinations of these shifts would be referred to "Morning/Night" or "Night/Morning."

Morning/Night Construction Activities

As shown in **Table 15: Estimated Unmitigated Concentration Impacts from Construction Activities for Morning/Night Scenario**, for the air quality receptors, the maximum Project construction incremental 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.16 ppm (see **Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions**), which is below the State threshold of 0.18 ppm. The maximum incremental 98th percentile 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.12 ppm, which is potentially above the federal threshold of 0.10 ppm. The maximum Project construction incremental annual NO_2 impacts including background concentrations and Adjusted Baseline would be 0.01 ppm, which is below the thresholds of 0.03 ppm (State) and 0.0534 ppm (federal). Therefore, unmitigated construction activities would potentially exceed the 1-hour and would result in a *potentially significant air quality impact of 1-hour NO_2 on nearby receptors due to construction activities* but would not exceed the annual NO_2 thresholds and would result in a *less than significant air quality impact of annual NO_2 on nearby receptors due to construction activities.*

As shown in **Table 15: Estimated Unmitigated Concentration Impacts from Construction Activities for Morning/Night Scenario**, for the air quality receptors, the Project construction maximum incremental 24-hour and annual PM_{10} impacts to a sensitive receptor would be 2.79 µg/m^3 and 0.22 µg/m^3, respectively. Impacts would be below the 24-hour PM_{10} threshold of 10.4 µg/m^3 and below the annual PM_{10} threshold of 1.0 µg/m^3. The Project construction maximum incremental 24-hour $PM_{2.5}$ impacts would be 2.56 µg/m^3, which would be below the 24-hour $PM_{2.5}$ threshold of 10.4 µg/m^3. Therefore, unmitigated construction activities would result in a *less than significant air quality impact of PM_{10} and $PM_{2.5}$ on nearby receptors due to construction activities*.

As shown in **Table 16: Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Night Scenario**, for the air quality receptors, the maximum Project construction incremental 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.13 ppm, which is below the State threshold of 0.18 ppm. The maximum incremental 98th

percentile 1-hour NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.10 ppm, which is within the federal threshold of 0.10 ppm. The maximum Project construction incremental annual NO_2 impacts to a sensitive receptor, including background concentrations and Adjusted Baseline, would be 0.01 ppm, which is below the thresholds of 0.03 ppm (State) and 0.0534 ppm (federal). Therefore, mitigated construction activities would not the 1-hour and annual NO_2 thresholds and would be a *less than significant air quality impact of NO_2 on nearby receptors due to construction activities*.

As shown in **Table 16: Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Night Scenario**, for the air quality receptors, the Project construction maximum incremental 24-hour and annual PM_{10} impacts to a sensitive receptor would be 0.62 µg/m^3 and 0.06 µg/m^3, respectively. Impacts would be below the 24-hour PM_{10} threshold of 10.4 µg/m^3 and the annual PM_{10} threshold of 1.0 µg/m^3. The Project construction maximum incremental 24-hour $PM_{2.5}$ impacts would be 0.60 µg/m^3, which would be below the 24-hour $PM_{2.5}$ threshold of 10.4 µg/m^3. Therefore, mitigated construction activities would result in a *less than significant air quality impact of PM_{10} and $PM_{2.5}$ on nearby receptors due to construction activities*.

Additionally, as shown in **Table 16: Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Night Scenario**, for the air quality receptors, the proposed Project construction incremental SO_2 and CO impacts, including background concentrations and Adjusted Baseline, would be well below the significance thresholds and would be a *less than significant air quality impact of SO_2 and CO on all nearby receptors due to construction activities*.

Table 15
Estimated Unmitigated Concentration Impacts from Construction Activities for Morning/Night Scenario
(Approximately 7:00 AM to 3:00 PM and 11:00 PM to 7:00 AM)

Criteria	Maximum 1-Hour NO_2 (ppm)	98% 1-Hour NO_2 (ppm)	CAAQS Annual NO_2 (ppm)	NAAQS Annual NO_2 (ppm)	24-Hour PM_{10} ($\mu g/m^3$)	Annual PM_{10} ($\mu g/m^3$)	24-Hour $PM_{2.5}$ ($\mu g/m^3$)	CAAQS 1-Hour SO_2 (ppm)	NAAQS 1-Hour SO_2 (ppm)	24-Hour SO_2 (ppm)	1-Hour CO (ppm)	8-Hour CO (ppm)
Off-site Receptor (Project Increment)	0.06	0.05	<0.01	<0.01	2.79	0.22	2.56	<0.01	<0.01	<0.01	0.29	0.03
Background Concentration	0.07	0.05	0.01	0.01				0.01	0.01	<0.01	2.10	1.60
Adjusted Baseline Concentrations	0.03	0.02	<0.01	<0.01				<0.01	<0.01	<0.01	1.80	0.80
Total Concentration	**0.16**	**0.12**	**0.01**	**0.01**	**2.79**	**0.22**	**2.56**	**0.02**	**0.02**	**<0.01**	**4.19**	**2.43**
Significance Threshold	0.18	0.10	0.03	0.0534	10.4	1.00	10.4	0.25	0.075	0.04	20.0	9.00
Potentially Significant (Yes or No)?	No	**Yes**	No	No	No	No	No	No	No	No	No	No

Source: RCH Group, 2020
Total concentrations reflect rounding of values (Project Increment plus background concentration plus Adjusted Baseline). Per SCAQMD guidance, PM_{10} and $PM_{2.5}$ impacts do not include background concentrations.

Table 16
Estimated Mitigated Concentration Impacts from Construction Activities for Morning/Night Scenario
(Approximately 7:00 AM to 3:00 PM and 11:00 PM to 7:00 AM)

Criteria	Maximum 1-Hour NO_2 (ppm)	98% 1-Hour NO_2 (ppm)	CAAQS Annual NO_2 (ppm)	NAAQS Annual NO_2 (ppm)	24-Hour PM_{10} ($\mu g/m^3$)	Annual PM_{10} ($\mu g/m^3$)	24-Hour $PM_{2.5}$ ($\mu g/m^3$)	CAAQS 1-Hour SO_2 (ppm)	NAAQS 1-Hour SO_2 (ppm)	24-Hour SO_2 (ppm)	1-Hour CO (ppm)	8-Hour CO (ppm)
Off-site Receptor (Project Increment)	0.04	0.03	<0.01	<0.01	0.62	0.06	0.60	<0.01	<0.01	<0.01	0.67	0.07
Background Concentration	0.07	0.05	0.01	0.01				0.01	0.01	<0.01	2.10	1.60
Adjusted Baseline Concentrations	0.03	0.02	<0.01	<0.01				<0.01	<0.01	<0.01	1.80	0.80
Total Concentration	**0.13**	**0.10**	**0.01**	**0.01**	**0.62**	**0.06**	**0.60**	**0.02**	**0.02**	**<0.01**	**4.57**	**2.47**
Significance Threshold	0.18	0.10	0.03	0.0534	10.4	1.00	10.4	0.25	0.075	0.04	20.0	9.00
Potentially Significant (Yes or No)?	No	No	No	No	No	No	No	No	No	No	No	No

Source: RCH Group, 2020
Total concentrations reflect rounding of values (Project Increment plus background concentration plus Adjusted Baseline). Per SCAQMD guidance, PM_{10} and $PM_{2.5}$ impacts do not include background concentrations.

Summary of Air Quality Concentration Assessment Results

The following concluding statements can be made about the ambient air quality analysis results:

- The maximum concentrations of the 1-hour NO_2 impacts would not exceed the significance threshold and would be a *less than significant impact for all off-site receptors due to construction activities with mitigation*.
- The maximum concentrations of the annual NO_2 impacts would not exceed the significance threshold for the CAAQS and the NAAQS and would be a *less than significant impact for all off-site receptors due to construction activities*.
- The maximum concentrations of 24-hour and annual PM_{10} and 24-hour $PM_{2.5}$ would not exceed the significance threshold and would be *less than significant impact for all off-site receptors due to construction activities with mitigation*.
- The maximum concentrations of SO_2 and CO including background concentrations would be well below the significance thresholds and would be a *less than significant air quality impact of SO_2 and CO on all nearby receptors due to construction activities*.
- Generally (it depends on receptor location and averaging period), the concentrations due to construction activities would be potentially greater for the morning/evening scenario compared to the morning/night scenario. This may have something to do with the morning/evening scenario having a greater intensity than the morning/night especially during overnight hours which tend to exhibit calm, stagnant air flow conditions and thus, higher pollutant concentrations.

10.0 HEALTH RISK ASSESSMENT

The HRA was conducted following methodologies in OEHHA's Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments[41] and SCAQMD's Risk Assessment Procedures for Rule 1401, 1401.1 and 212.[42] This was accomplished by applying the estimated concentrations at the receptors analyzed to the established cancer risk estimates and acceptable reference concentrations for noncancer health effects.

Recent OEHHA's revisions to its Guidance Manual were primarily designed to ensure that the greater sensitivity of children to cancer and other health risks is reflected in the HRA. For example, OEHHA now recommends that risks be analyzed separately for multiple age groups, focusing especially on young children and teenagers, rather than the past practice of analyzing risks to the general population, without

41 Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February 2015, Accessed July 6, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

42 South Coast Air Quality Management District, Risk Assessment Procedures for Rule 1401, 1401.1 and 212, September 1, 2017, Accessed July 6, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

distinction by age. OEHHA also now recommends that statistical "age sensitivity factors" be incorporated into an HRA, and that children's relatively high breathing rates be accounted for. On the other hand, the Guidance Manual revisions also include some changes that would reduce calculated health risks. For example, under the former guidance, OEHHA recommended that residential cancer risks be assessed by assuming 70 years of exposure at a residential receptor; under the Guidance Manual, this assumption is lessened to 30 years.

Attachment B: Health Risk Assessment Methodology and Assumptions provides additional methodologies and assumptions used within the health risk assessment. **Attachment C: Supplemental Health Impact Information** provides additional information on health impacts.

Health Impacts

The proposed Project would constitute a new emission source of DPM due to its construction activities. Studies have demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health impact. Health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Individual cancer risk is the likelihood that a person exposed to air toxic concentrations over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology and a 30-year exposure duration. The maximally exposed individual (MEI) represents the worst–case risk estimate, based on a theoretical person exposed for a period of 30 years at the highest concentration. This is a highly conservative assumption since most people do not remain in place all day and on average residents change residences every 11 to 12 years and do not stay in the same place of work for 25 years. In addition, this assumes that individuals are experiencing outdoor concentrations for the entire exposure period (even when indoors). A school child exposure duration is between ages 2 and 16 years old, which again, is conservative because the elementary, middle, and high school are not often located at the same location.

This HRA analyzes the incremental cancer risks to sensitive receptors in the vicinity of the proposed Project, using emission rates (in pounds per hour) derived from CARB's OFFROAD emission model. A further description of the sensitive receptors included in the dispersion modeling analysis and HRA is provided in **Attachment A: Air Quality Dispersion Modeling Methodology and Assumptions**.

Notably, peak daily emission estimates were used to estimate short-term air concentrations (1-hour, 8-hour, and 24-hour) while annual emission estimates were used to estimate annual air concentrations. DPM (reported as exhaust emissions of $PM_{2.5}$) and other air toxics emission rates were utilized along with derived concentrations from USEPA's AERMOD atmospheric dispersion model (using a unit emission rate of 1) to calculate air concentrations at receptors in the Project vicinity. This HRA is intended to provide a

worst–case estimate of the increased exposure by employing a standard emission estimation program, an accepted pollutant dispersion model, approved toxicity factors, and conservative exposure parameters.

In accordance with OEHHA *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments,* this HRA was accomplished by applying the highest estimated concentrations of specific air toxics at the receptors analyzed to the established cancer potency factors and acceptable reference concentrations for noncancer health effects. Increased cancer risks were calculated using the modeled concentrations and OEHHA-recommended methodologies for both a child exposure (3rd trimester through two years of age and ages two through 16 years) and adult exposure (16 to 30 years). The cancer risk calculations were based on applying the OEHHA-recommended age sensitivity factors and breathing rates, as well as the fraction of time at home (100 percent for child and 73 percent for adult), and an exposure duration of 30 years, to the concentration exposures; over a 70-year lifetime. As a conservative assumption, children are assumed to attend a daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area (i.e., 100 percent fraction of time) affected by the Project's emissions. For worker exposures, it is assumed that the working age begins at 16 years, and that exposures to Project emissions occur during the work shift which is typically up to eight hours per day during workdays. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing air pollutants.

Per Education Code Section 17213 (School Site Selection And Approval Guide), a school shall only be located where, "the health risks from the facilities or other pollution sources do not and will not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the school." Proposed projects located within ¼ mile of a school that involve the construction or alteration of a facility that might reasonably be anticipated to emit hazardous air emissions, or the handling of an extremely hazardous substance or mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in subdivision (j) of HSC Section §25532, and that may impose a health or safety hazard to persons who would attend or would be employed at the school, must meet all requirements per CEQA Guidelines §15186 (b)(1)(2). Therefore, the HRA included nearby schools as sensitive receptors. **Section 7.0** of this document describes recommendations (such as Indoor air filtration systems with MERV 13 or higher and **MM AQ-1** through **MM AQ-11**) to reduce the health impacts at certain schools/daycare centers.

These conservative methodologies overestimate both noncarcinogenic and carcinogenic health risk, possibly by an order of magnitude or more. Therefore, for carcinogenic risks, the actual probabilities of cancer formation in the populations of concern due to exposure to carcinogenic pollutants are likely to be lower than the risks derived using the HRA methodology. The extrapolation of toxicity data in animals to humans, the estimation of concentration prediction methods within dispersion models; and the variability

in lifestyles, fitness and other confounding factors of the human population also contribute to the overestimation of health impacts. Therefore, the results of this HRA, although conducted in accordance with all regulatory agency protocols, are highly overstated.

SCAQMD currently does not require the evaluation of long-term cancer risk or chronic health impacts for a short-term project.[43] The proposed Project's construction activities would occur over a six-year period (2022 into 2026). The relatively short duration when compared to the 30-year exposure duration would limit exposures to off-site receptors. Secondly, exhaust emissions associated with the construction activities would not exceed the air concentrations significance thresholds (see **Section 9**) and thus, it is anticipated that construction emissions would not pose a threat to health impacts at nearby receptors.

The SCAQMD thresholds of significance applied to assess project-level health impacts are the exposure of persons to substantial levels of air toxics resulting in (a) a cancer risk level greater than 10 per one million persons or (b) a noncancerous risk (chronic or acute) hazard index greater than 1 or (c) a cancer burden of greater than 0.5 excess cancer cases.[44] For this threshold, sensitive receptors include residential uses, schools, daycare centers, nursing homes, medical centers, and off-site workers. A total of 1,285 sensitive receptors were analyzed.

Construction Activities

Morning/Evening Construction Activities

Table 17: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Evening Scenario provides the proposed Project's unmitigated health impacts from construction activities for existing residences, schools, daycares, and off-site workers receptors. A large majority of the health impacts are due to off-road construction equipment operating within the Project alignment with a minimal contribution from off-site construction truck travel along nearby roadways.

Table 18: Estimated Mitigated Health Impacts from Construction Activities for Morning/Evening Scenario provides the mitigated proposed Project health impacts from construction activities for existing residences, schools, daycares, and off-site workers receptors. A large majority of the health impacts are due to off-road construction equipment operating within the Project alignment with a minimal contribution from off-site construction truck travel along nearby roadways.

43 SCAQMD is currently reviewing and developing guidance for the health risk assessment of construction activities.
44 Cancer burden is the total cancer risk for all receptors divided by the estimated population within the modeling domain.

Table 17
Estimated Unmitigated Health Impacts from Construction Activities for Morning/Evening Scenario (Approximately 7:00 AM to 3:00 PM and 3:00 PM to 11:00 PM)

Criteria	Cancer Risk	Chronic Impact
Existing Residence	27.6	0.02
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	**Yes**	No
Off-site School/Daycare	2.20	0.02
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No
Off-site Worker	0.76	0.03
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No

*Note: Values in **bold** are in excess of applicable standard.*
Source: RCH Group, 2020

Table 18
Estimated Mitigated Health Impacts from Construction Activities for Morning/Evening Scenario (Approximately 7:00 AM to 3:00 PM and 3:00 PM to 11:00 PM)

Criteria	Cancer Risk	Chronic Impact
Existing Residence	7.63	<0.01
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No
Off-site School/Daycare	0.60	0.01
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No
Off-site Worker	0.20	0.01
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No

*NOTES: Values in **bold** are in excess of applicable standard.*
Source: RCH Group, 2020

Health Impacts at Existing Residences Due To Construction Activities

As shown in **Table 17: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Evening Scenario**, the maximum cancer risk from unmitigated proposed Project construction emissions for a residential receptor would be 27.6 per one million persons. The maximum cancer risks

would occur at a residential receptor (also known as the maximum exposed individual or MEI). Thus, the cancer risk for residential receptors due to construction activities would be potentially above the SCAQMD threshold of 10 per one million persons and would be *potentially significant for residential receptors due to construction activities*. The cancer burden due to construction activities would be 0.03 and below the SCAQMD threshold of 0.5 excess cancer cases and would therefore be *less than significant for all residential receptors due to construction activities*.

The unmitigated chronic health impact would be 0.02, based on a proposed Project-related maximum annual diesel concentration of 0.08 $\mu g/m^3$ (per dispersion modeling analysis) or 0.08 $\mu g/m^3$/5.0 μ g/m^3, which is 0.02. The chronic health impact due to construction activities would be below the Project-level threshold of 1 and would therefore be *less than significant for all residential receptors due to construction activities*.

As shown in **Table 18: Estimated Mitigated Health Impacts from Construction Activities for Morning/Evening Scenario**, the maximum cancer risk from mitigated proposed Project construction emissions (see **Section 7**) for a residential receptor would be 7.6 per one million persons. The maximum cancer risks would occur at a residential receptor. Thus, the cancer risk for residential receptors due to construction activities would be *less than significant for all residential receptors due to construction activities*. The cancer burden due to construction activities would be 0.01 and below the SCAQMD threshold of 0.5 excess cancer cases and would therefore be *less than significant for all residential receptors due to construction activities*.

The mitigated chronic health impact would be less than 0.01, based on a proposed Project-related maximum annual diesel concentration of 0.02 $\mu g/m^3$ (per dispersion modeling analysis) or 0.02 $\mu g/m^3$/5.0 μ g/m^3, which is 0.01. The chronic health impact due to construction activities would be below the Project-level threshold of 1 and would therefore be *less than significant for all residential receptors due to construction activities*.

Health Impacts at Off-site School/Daycare Due To Construction Activities

As shown in **Table 17: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Evening Scenario**, the maximum cancer risk from unmitigated proposed Project construction emissions for a school/daycare receptor would be 2.2 per one million persons. Thus, the cancer risk for school/daycare receptors due to construction activities would be potentially above the SCAQMD threshold of 10 per one million persons and would be *less than significant for all off-site school/daycare receptors due to construction activities*.

The maximum unmitigated chronic health impact for an off-site school/daycare receptors would be 0.02 Thus, the chronic health impact due to construction activities for all off-site school/daycare receptors would be below the Project-level threshold of 1 and the chronic health impact would be *less than significant for all off-site school/daycare receptors due to construction activities*.

As shown in **Table 18: Estimated Mitigated Health Impacts from Construction Activities for Morning/Evening Scenario**, the maximum cancer risk from mitigated proposed Project construction emissions (see **Section 7**) for a school/daycare receptor would be 0.6 per one million persons (using **Mitigation Measures AQ-1 through AQ-12**).[45] In addition to the identified off-road equipment mitigation measures, additional measures for ventilation systems at certain schools and daycare facilities is provided to assist in maintaining adequate air quality. Thus, the cancer risk for school/daycare receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant health impacts for all school/daycare receptors due to construction activities*.

The maximum mitigated chronic health impact for a school/daycare receptor would be 0.01. Thus, the chronic health impact due to construction activities for all school/daycare receptors would be below the Project-level threshold of 1 and the chronic health impact would be *less than significant for all school/daycare receptors due to construction activities*.

Health Impacts at Off-site Workers Due To Construction Activities

As shown in **Table 17: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Evening Scenario**, the maximum cancer risk from unmitigated proposed Project construction emissions for an off-site worker receptor (such as office buildings, retail centers, hotels, hospitals) would be 0.8 per one million persons. Thus, the cancer risk for off-site worker receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant health impacts for all off-site worker receptors due to construction activities*.

The maximum unmitigated chronic health impact modeled to occur at an off-site worker receptor would be 0.03. Thus, the chronic health impact due to construction activities at all off-site worker receptors would be below the Project-level threshold of 1 and would be *less than significant for all off-site worker receptors due to construction activities*.

As shown **in Table 18: Estimated Mitigated Health Impacts from Construction Activities for Morning/Evening Scenario**, the maximum cancer risk from mitigated proposed Project construction emissions (see **Section 7**) for an off-site worker receptor would be 0.2 per one million persons. Thus, the

45 Primarily due to construction activities during year 3 and 4 associated with Phase 2 and 3.

cancer risk for off-site worker receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant health impacts for all off-site worker receptors due to construction activities*.

The maximum mitigated chronic health impact modeled to occur at an off-site worker receptor would be 0.01. Thus, the chronic health impact due to construction activities at all off-site worker receptors would be below the Project-level threshold of 1 and would be *less than significant for all off-site worker receptors due to construction activities*.

Morning/Night Construction Activities

Table 19: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Night Scenario provides the proposed Project's unmitigated health impacts from construction activities for existing residences, schools, daycares, and off-site workers receptors. A large majority of the health impacts are due to off-road construction equipment operating within the Project alignment with a minimal contribution from off-site construction truck travel along nearby roadways.

Table 20: Estimated Mitigated Health Impacts from Construction Activities for Morning/Night Scenario provides the mitigated proposed Project health impacts (see **Section 7**) from construction activities for existing residences, schools, daycares, and off-site workers receptors. A large majority of the health impacts are due to off-road construction equipment operating within the Project alignment with a minimal contribution from off-site construction truck travel along nearby roadways.

Health Impacts at Existing Residences Due To Construction Activities

As shown in **Table 19: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Night Scenario**, the maximum cancer risk from unmitigated proposed Project construction emissions for a residential receptor would be 33.8 per one million persons. Thus, the cancer risk for residential receptors due to construction activities would be potentially above the SCAQMD threshold of 10 per one million persons and would be *potentially significant for residential receptors due to construction activities*. The cancer burden due to construction activities would be 0.03 and below the SCAQMD threshold of 0.5 excess cancer cases and would therefore be *less than significant for all residential receptors due to construction activities*.

The unmitigated chronic health impact would be 0.02, based on a proposed Project-related maximum annual diesel concentration of 0.10 $\mu g/m^3$ (per dispersion modeling analysis) or 0.10 $\mu g/m^3$/5.0 μ g/m^3, which is 0.02. The chronic health impact due to construction activities would be below the Project-level threshold of 1 and would therefore be *less than significant for all residential receptors due to construction activities*.

Table 19
Estimated Unmitigated Health Impacts from Construction Activities for Morning/Night Scenario (Approximately 7:00 AM to 3:00 PM and 11:00 PM to 7:00 AM)

Criteria	Cancer Risk	Chronic Impact
Existing Residence	**33.8**	0.02
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	**Yes**	No
Off-site School/Daycare	2.45	0.02
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No
Off-site Worker	0.64	0.02
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No

*Note: Values in **bold** are in excess of applicable standard.*
Source: RCH Group, 2020

Table 20
Estimated Mitigated Health Impacts from Construction Activities for Morning/Night Scenario (Approximately 7:00 AM to 3:00 PM and 11:00 PM to 7:00 AM)

Criteria	Cancer Risk	Chronic Impact
Existing Residence	9.43	0.01
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No
Off-site School/Daycare	0.67	0.01
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No
Off-site Worker	0.18	0.01
Significance Threshold	10	1.0
Potentially Significant (Yes or No)?	No	No

*Note: Values in **bold** are in excess of applicable standard.*
Source: RCH Group, 2020

As shown in **Table 20: Estimated Mitigated Health Impacts from Construction Activities for Morning/Night Scenario**, the maximum cancer risk from mitigated proposed Project construction emissions for a residential receptor would be 9.4 per one million persons. Thus, the cancer risk for residential receptors due to construction activities would be *less than significant for all residential receptors due to construction activities*. The cancer burden due to construction activities would be 0.01 and below the SCAQMD threshold of 0.5 excess cancer cases and would therefore be *less than significant for all residential receptors due to construction activities*.

The mitigated chronic health impact would be 0.01, based on a proposed Project-related maximum annual diesel concentration of 0.03 µg/m^3 (per dispersion modeling analysis) or 0.03 µg/m^3/5.0 µ g/m^3, which is 0.01. The chronic health impact due to construction activities would be below the Project-level threshold of 1 and would therefore be *less than significant for all residential receptors due to construction activities*.

Health Impacts at Off-site School/Daycare Due To Construction Activities

As shown in **Table 19: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Night Scenario**, the maximum cancer risk from unmitigated proposed Project construction emissions for a school/daycare receptor would be 2.5 per one million persons. Thus, the cancer risk for school/daycare receptors due to construction activities would be potentially above the SCAQMD threshold of 10 per one million persons and would be *less than significant for all off-site school/daycare receptors due to construction activities*.

The maximum unmitigated chronic health impact for an off-site school/daycare receptors would be 0.01. Thus, the chronic health impact due to construction activities for all off-site school/daycare receptors would be below the Project-level threshold of 1 and the chronic health impact would be *less than significant for all off-site school/daycare receptors due to construction activities*.

As shown in **Table 20: Estimated Mitigated Health Impacts from Construction Activities for Morning/Night Scenario**, the maximum cancer risk from mitigated proposed Project construction emissions (see **Section 7**) for a school/daycare receptor would be 0.7 per one million persons (using **Mitigation Measures AQ-1 through AQ-13**).[46] In addition to the identified off-road equipment mitigation measures, additional measures for ventilation systems at certain schools and daycare facilities is provided to assist in maintaining adequate air quality. Thus, the cancer risk for school/daycare receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant health impacts for all school/daycare receptors due to construction activities*.

The maximum mitigated chronic health impact for all school/daycare receptors would be 0.01. Thus, the chronic health impact due to construction activities for all school/daycare receptors would be below the Project-level threshold of 1 and the chronic health impact would be *less than significant for all school/daycare receptors due to construction activities*.

46 Primarily due to construction activities during year 3 and 4 associated with Phase 2 and 3.

Health Impacts at Off-site Workers Due To Construction Activities

As shown in **Table 19: Estimated Unmitigated Health Impacts from Construction Activities for Morning/Night Scenario**, the maximum cancer risk from unmitigated proposed Project construction emissions for an off-site worker receptor (such as office buildings, retail centers, hotels, hospitals) would be 0.6 per one million persons. Thus, the cancer risk for off-site worker receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant health impacts for all off-site worker receptors due to construction activities*.

The maximum unmitigated chronic health impact modeled to occur at an off-site worker receptor would be 0.01. Thus, the chronic health impact due to construction activities at all off-site worker receptors would be below the Project-level threshold of 1 and would be *less than significant for all off-site worker receptors due to construction activities*.

As shown in **Table 20: Estimated Mitigated Health Impacts from Construction Activities for Morning/Night Scenario**, the maximum cancer risk from mitigated proposed Project construction emissions for an off-site worker receptor would be 0.2 per one million persons. Thus, the cancer risk for off-site worker receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant health impacts for all off-site worker receptors due to construction activities*.

The maximum mitigated chronic health impact modeled to occur at an off-site worker receptor would be 0.01. Thus, the chronic health impact due to construction activities at all off-site worker receptors would be below the Project-level threshold of 1 and would be *less than significant for all off-site worker receptors due to construction activities*.

Summary of Health Risk Assessment Results

The following concluding statements can be made about the health risk assessment results:

- The cancer risk for residential receptors due to construction activities would be potentially above the SCAQMD threshold of 10 per one million persons and would be *less than significant for residential receptors due to construction activities with mitigation*.
- The cancer risk for all school/daycare receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be *less than significant for school/daycare receptors due to construction activities*.
- The cancer risk for off-site worker receptors due to construction activities would be below the SCAQMD threshold of 10 per one million persons and would be l*ess than significant health impacts for all off-site worker receptors due to construction activities*.

- Generally (it depends on receptor location), the cancer risk due to construction activities would be potentially greater for the morning/night scenario compared to the morning/evening scenario and those adverse impacts would extend over a larger area near the Project alignment. This may have something to do with the morning/night scenario having a greater intensity than the morning/evening especially during overnight hours which tend to exhibit calm, stagnant air flow conditions and thus, higher pollutant concentrations.

11.0 GREENHOUSE GAS EMISSIONS

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal (IPCC, 2007), with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change (IPCC) concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. GHG naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHG occur naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHG because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's

atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2e).[47]

There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts may include, but are not limited to, loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

Transit and Intercity Rail Capital Program (TIRCP)

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. The goal of the TIRCP is to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry and rail transit systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the State's various rail operations, including integration with the high-speed rail system; and
- Improve safety

City of Inglewood Energy Efficiency Climate Action Plan

An Energy Efficiency Climate Action Plan (EECAP) has been developed by the City of Inglewood (City).[48] The Inglewood EECAP serves as the roadmap for the City to reduce GHG emissions, create jobs, and prepare for the impacts of climate change on public health, infrastructure, the economy, ecosystems, and public spaces in the City. The EECAP builds on the goals and policies in the City's General Plan to further

47 Because of the differential heat absorption potential of various GHG, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

48 City of Inglewood, Climate Action Plan, December 2015, Accessed July 6, 2020 at: http://www.southbaycities.org/sites/default/files/EECAP_Inglewood_Final_20151218.pdf and https://www.cityofinglewood.org/225/Sustainability.

the City's efforts to build health equity through the reduction of local GHG emissions, and to simultaneously ensure that the community is well prepared for the impacts of climate change.

The EECAP includes an inventory of the City's emissions, establish an emissions reduction target, and identifies City and community actions to reduce emissions. The City revised its existing 2005 GHG emissions inventory (baseline) with better transportation and solid waste data and compiled a 2012 inventory updates that allows the City to start assessing emissions trends over time while the interim years (2007 and 2010) provide context and may help identify trends or anomalies.

From 2005 to 2010, emissions decreased by over 2 percent. This reduction trend continued into the most recent 2012 inventory update year, with total emissions having decreased an additional 2 percent between 2010 and 2012. The Transportation sector was the largest contributor to emissions in both 2005 (48 percent) and 2012 (52 percent) by producing 287,372 MT CO_2e in 2005 and 294,376 MT CO_2e in 2012. This change represents a 2.4 percent increase in emissions from 2005 to 2012. Commercial/Industrial energy is the second-largest contributor to emissions, adding 23 percent in 2005 and 20 percent in 2012. While the proportion of emissions did not change significantly over time, the total emissions decreased by about 14 percent from 2005 to 2012, from 133,521 MT CO_2e to 114,719 MT CO_2e. The proportion of emissions from the Residential sector was also steady, at 21 percent in 2005 and 22 percent in 2012, with total emissions increased by less than 1 percent, from 124,844 MT CO_2e in 2005 to 125,250 MT CO_2e in 2012. Solid waste comprised 4 percent of the total (26,385 MT CO_2e) in 2005, but was reduced to 3 percent of the total (17,889 MT CO_2e) in 2012. Water, Wastewater, and Off-road sources made up the remaining emissions in each year. Water, Wastewater, and Off-Road Sources emissions declined from 2005 to 2012. Off-road sources comprise a very small percentage of overall emissions but are variable primarily due to construction-related emissions, which are based on the level of development estimated in the City each year. Other metrics used in the ECAP to evaluate emissions progress include emissions per resident and per service population (residents + jobs); both metrics also show a declining emissions trend over time, of about 3 percent between 2005 and 2012.

California Green Building Standards Code

The California Green Building Standards Code or CALGreen is a regulatory code for all residential, commercial, and school buildings to meet uniform standards in building design intended to minimize impacts on climate change.

CALGreen does not prevent a local jurisdiction from adopting a more stringent code, as State law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. CALGreen also provides exemptions for areas not served

by construction and demolition recycling infrastructure. State building code provides the minimum standard, which buildings need to meet in order to be certified for occupancy. Enforcement is generally done by the local building official.

The development of CALGreen is intended to cause a reduction in GHG emissions from buildings; promote environmentally responsible, cost-effective, healthier places to live and work; reduce energy and water consumption; and respond to directives issued by the Governor, such as Assembly Bill 32, calling for the reduction of Statewide GHG emissions to 1990 levels by 2020. In short, CALGreen was established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impacts during and after project construction.

CALGreen contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. CALGreen provides for design options allowing a project designer to determine how best to achieve compliance for a given site or building condition. CALGreen also requires building commissioning, which is a process for verifying that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

California Environmental Quality Act and Climate Change

Under CEQA, lead agencies are required to disclose the reasonably foreseeable adverse environmental effects of projects they are considering for approval. GHG emissions have the potential to affect the environment because they contribute to global climate change. In turn, global climate change has the potential to cause sea level rise, alter rainfall and snowfall patterns, and affect habitat.

Executive Order S-3-05

Governor Schwarzenegger established Executive Order S-3-05 in 2005, in recognition of California's vulnerability to the effects of climate change. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the CalEPA to coordinate a multiagency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global

climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a Statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce Statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the State reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce Statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations to achieve reductions in GHG to meet the 1990 emissions cap by 2020.

Climate Change Scoping Plan

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHG to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The initial AB 32 Scoping Plan contains the main strategies California will use to reduce the GHG that cause climate change. The initial Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms,

monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program. In August 2011, the initial Scoping Plan was approved by CARB.

The 2013 Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The 2013 Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The 2013 Update defines CARB climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The 2013 Update highlights California progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan. In the 2013 Update, nine key focus areas were identified (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program. On May 22, 2014, the First Update to the Climate Change Scoping Plan was approved by the Board, along with the finalized environmental documents. The 2017 Scoping Plan, approved on December 14, 2017, outlines options to meet California's aggressive goals to reduce GHGs by 40 percent below 1990 levels by 2030.

Executive Order No. B-30-15

On April 29, 2015, Executive Order No. B-30-15 was issued to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. Executive Order No. B-30-15 sets a new, interim, 2030 reduction goal intended to provide a smooth transition to the existing ultimate 2050 reduction goal set by Executive Order No. S-3-05 (signed by Governor Schwarzenegger in June 2005). It is designed so State agencies do not fall behind the pace of reductions necessary to reach the existing 2050 reduction goal. Executive Order No. B-30-15 orders "All State agencies with jurisdiction over sources of GHG emissions shall implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 targets." The Executive Order also states that "CARB shall update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent." The CARB is currently moving forward with a second update to the Climate Change Scoping Plan to reflect the 2030 reduction target. The updated Scoping Plan will provide a framework for achieving the 2030 target. In September of 2016, the AB 32 was extended to achieve reductions in GHG of 40 percent below 1990 levels by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Greenhouse Gas Regional Emission Estimates

In 2018, the United States emitted about 6,677 million metric tons of CO_2. Emissions increased from 2017 to 2018 by 3.1 percent. Greenhouse gas emissions in 2018 (after accounting for sequestration from the

land sector) were 10.2 percent below 2005 levels. This increase was largely driven by an increase in emissions from fossil fuel combustion, which was a result of multiple factors, including more electricity use greater due to greater heating and cooling needs due to a colder winter and hotter summer in 2018 in comparison to 2017.[49]

In 2017, California emitted approximately 424 million metric tons of CO_2e, five million metric tons of CO_2e lower than 2016 levels and seven million metric tons of CO_2e below the 2020 GHG Limit of 431 million metric tons of CO_2e. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. Compared to 2016, California's GDP grew 3.6 percent while the carbon intensity of its economy declined by 4.5 percent.

The transportation sector remains the largest source of GHG emissions in the State, but saw a one percent increase in emissions in 2017, the lowest growth rate over the past four years.[50]

The composition of GHG emissions in California (expressed as CO_2e) were as follows:

- CO_2 accounted for 83 percent;
- CH_4 accounted for nine percent;
- N_2O accounted for three percent; and
- Fluorinated gases (hydrofluorocarbons (HFCs), perfluorinated compounds (PFCs), and sulfur hexafluoride (SF_6)) accounted for five percent.

Of these gases, the transportation is the source of approximately 40 percent of the State's GHG emissions. The annual increase in transportation emissions in 2017 has slowed down slightly compared to the previous three years. Emissions from the electricity sector account for 15 percent of the inventory and show another large drop in 2017 due to a large increase in renewable energy. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (for the purpose of the GHG inventory, these include hydro, solar, wind, and nuclear energy) than from GHG-emitting sources for both in-state generation and total (in-state plus imports) generation in 2017. The industrial sector has seen a slight emissions decrease in the past few years, and remains at 21 percent of the inventory.[51]

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49 United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks,* Accessed July 6, 2020 at https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks.

50 California Air Resources Board, *Emissions Trends Report 2000-2017*, July 11, 2018, Accessed July 6, 2020 at:https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf

51 California Air Resources Board, *Emissions Trends Report 2000-2017*, July 11, 2018, Accessed July 6, 2020 at:https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf

Thresholds of Significance

The standards of significance applied to the analysis of potential GHG impacts are based on Appendix G of the *CEQA Guidelines.* According to Appendix G evaluation thresholds, the proposed Project would be considered to have significant air quality impacts if it were to:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

For the proposed Project, the City is using the SCAQMD, 10,000 MT CO_2e per year industrial project screening threshold as the significance threshold in addition to the qualitative thresholds of significance from *Section VII of Appendix G to the CEQA Guidelines*. However, this threshold has not been adopted by the SCAQMD for use in CEQA documents.

The estimated construction GHG emissions for the proposed Project are 14,348 metric tons of CO_2e, which corresponds to 1,413,632 gallons of diesel fuel.[52] Given the five year construction period, the annual construction GHG emissions for the proposed Project are 2,870 metric tons of CO_2e, which corresponds to 282,726 gallons of diesel fuel per year. As indicated, 50-year amortized construction related GHG emissions would be approximately 287 metric tons of CO_2e per year. The results of the comparison are presented in **Table 21: Estimated Construction Greenhouse Gas Emissions for the Proposed Project**.

Table 21
Estimated Construction Greenhouse Gas Emissions for the Proposed Project

Construction Year	CO_2e Metric Tons
2022	4,698
2023	4,328
2024	3,521
2025	1,361
2026	440
Total Construction Emissions	**14,348**
Total 50-Year Amortized Construction Emissions	**287**

Source: RCH Group, 2020

52 Fuel usage is estimated using the output for CO2 and a 10.15 kg-CO2/gallon conversion factor, as cited in the *U.S. Energy Information Administration Voluntary Reporting of Greenhouse Gases Program*, https://www.eia.gov/environment/pdfpages/0608s(2009)index.php.

An Energy Efficiency Climate Action Plan, as discussed previously, has been developed by the City regarding the reduction of GHG emissions.[53] The City EECAP is designed to achieve the goal for GHG emissions reductions by 40 percent before 2030 and thus, adhere to the AB 32 goals. The proposed Project would result in a significant impact if it would be in conflict with AB 32 State goals.

The proposed Project would be subject to all applicable permit and planning requirements in place or adopted by the City, the County, and the State of California at the time that building permits are issued. The proposed Project would be consistent with City and County plans, policies, and regulations for reduction of GHGs, and would therefore also be consistent with AB 32 and other Statewide goals for GHG reduction. Thus, the proposed Project would have a *less-than-significant impact* related to a conflict with a GHG reduction plan.

12.0 OPERATIONAL EMISSIONS INVENTORY

The proposed Project would consist of an automated people mover (APM) on an elevated guideway that runs approximately 1.6 miles along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue for approximately one mile. The proposed Project will increase transit ridership throughout the region, reduce vehicle miles traveled (VMT), criteria air pollutants, and GHG emissions, and improve air quality throughout the South Coast Air Basin. The proposed Project would also include a MSF to provide regular and preventive maintenance for the APM trains and well as for vehicle storage, and an operations control center. The MSF building will be approximately 78,000 square feet (SF) and will be elevated (to match the track elevation). Up to 300 vehicular parking spaces at-grade for public use will be available. Each of the three stations will be 8,000 square feet. Components of the proposed Project (such as APM Propulsion and Control Systems and Stations and parking facilities) would utilize electrical energy for a whole range of function.

The air quality analysis of operations includes a review of criteria pollutant emissions such as CO, NO_x, SO_2, VOC as ROG, coarse particulate or PM_{10}, fine particulate or $PM_{2.5}$, as well as GHG emissions.

Regulatory models used to estimate air quality impacts and GHG emissions include:

- CARB's EMFAC[54]emissions inventory model. EMFAC is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in

53 *City of Inglewood, Climate Action Plan,* December 2015, Accessed July 6, 2020 at: http://www.southbaycities.org/sites/default/files/EECAP_Inglewood_Final_20151218.pdf and https://www.cityofinglewood.org/225/Sustainability.

54 California Air Resources Board, EMFAC2017 User's Guide, March 1, 2018, Accessed July 23, 2020 at: https://ww3.arb.ca.gov/msei/downloads/emfac2017-volume-i-users-guide.pdf and https://www.arb.ca.gov/emfac/2017/.

California. This model reflects CARB's current understanding of how vehicles travel and how much they emit. EMFAC can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future.

- CalEEMod (California Emissions Estimator Model Version 2016.3.2)[55] land use emissions model estimates construction emissions due to demolition and construction activities and operational emissions.

Operations are expected to commence in 2026. Regulatory models used to estimate air quality emissions from proposed Project operations include the CARB EMFAC[56] emissions inventory model. Six operational scenarios were analyzed to evaluate the proposed Project operational emissions, as follows:

1. Adjusted Baseline (2016) Non-event Weekday without ITC Project
2. Adjusted Baseline (2016) Non-event Weekday with ITC Project
3. Year 2026 with Event Weekday without ITC Project
4. Year 2026 with Event Weekday with ITC Project
5. Year 2045 with Event Weekday without ITC Project
6. Year 2045 with Event Weekday with ITC Project

An Adjusted Baseline (2016) No Event and Existing Condition (2020) were also analyzed.

Supporting information for the operational emissions inventory are found in **Attachment E: Operational Air Emissions Inventory**. Emission sources associated with the Adjusted Baseline and Existing Condition include area sources (consumer products and landscaping), energy usage (natural gas), energy (electrical), and motor vehicles. Emission sources associated with the proposed project include area sources (consumer products and landscaping), energy usage (natural gas), energy (electrical for GHG only), standby generators, and motor vehicles (employee trips, deliveries and general public).

Adjusted Baseline

The Hollywood Park Specific Plan (HPSP) Adjusted Baseline projects would emit air pollutants associated with vehicle trips, maintenance operations, energy consumption, etc., from all of its operational land uses. Specifically, vehicle trips associated with activities at the HPSP would begin taking place during mid-2020 when the NFL Stadium begins operations and uses are operating on the HPSP site, which would have an impact on local and regional air quality. Accordingly, the air pollutant emissions associated with this

55 California Air Resources Board, *California Emissions Estimator Model User's Guide,* November 9, 2017, Accessed August 25, 2020 at: http://www.caleemod.com/.

56 California Air Resources Board, *EMFAC2017 User's Guide*, March 1, 2018, Accessed July 6, 2020 at: https://ww3.arb.ca.gov/msei/downloads/emfac2017-volume-i-users-guide.pdf and https://www.arb.ca.gov/emfac/2017/.

development within the HPSP area are considered as part of the Adjusted Baseline. **Table 22: Adjusted Baseline Projects Characteristics** presents the characteristics of the Adjusted Baseline.

Table 22
Adjusted Baseline Projects Characteristics

Land Use	Adjusted Baseline Projects	ADT	Daily VMT
Retail	518,077 SF	18,400	362,480
General Office	466,000 SF	4,721	93,004
Multifamily Residential	314 units	1,708	33,648
NFL Stadium	70,240 seats (2,772,304 SF)	NA	NA
Perform. Venue	6,000 seats (40,800 SF)	NA	NA
Open Space	11.89 acre	NA	NA
Civic Use	4 acre	NA	NA

Source: Hollywood Park Specific Plan and Raju Associates, Inc., 2020
Based on trip distance of 19.7 miles; average within South Coast Air Basin

Table 23: Estimated Daily Emissions (pounds) for Adjusted Baseline Land Uses presents the daily criteria pollutant emissions for the Adjusted Baseline.

Table 23
Estimated Daily Emissions (pounds) for Adjusted Baseline Land Uses

Source	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_2
Area (Consumer Products, Landscaping)	112	186	6.82	24.1	24.1	0.41
Energy (Natural Gas)	0.26	1.58	2.33	0.18	0.18	0.01
Motor Vehicles	36.9	1,258	134	52.9	22.4	3.58
Total	**149**	**1,445**	**143**	**77.2**	**46.7**	**4.00**

Source: RCH Group, 2020
Notes: Area sources and energy (natural gas) values based on CalEEMod and data within Table 22. Motor vehicle values based EMFAC and data within Table 22.

Table 24: Estimated Annual GHG Emissions (metric tons) for Adjusted Baseline Land Uses presents the annual GHG emissions for the Adjusted Baseline. The Adjusted Baseline emits 67,589 MT of CO_2e annually.

Table 24
Estimated Annual GHG Emissions (metric tons) for Adjusted Baseline Land Uses

Source	CO_2e
Area (Consumer Products, Landscaping)	106
Energy (Natural Gas)	477
Energy (Electrical)	4,379
Solid Waste	564
Water and Waste Water	1,092
Motor Vehicles	60,971
Total	**67,589**

Source: RCH Group, 2020
Notes: Area sources, water, waste, and energy (natural gas and electrical) values based on CalEEMod and data within Table 22. Motor vehicle values based EMFAC and data within Table 22.

Existing Condition

For the proposed Project, the first phase of construction would be the demolition of the commercial property for the Market Street Station, for the Vons Supermarket and gas station on Manchester, and for the commercial building on the southeast corner of Manchester and Market Street. **Table 25: Existing Condition Land Uses Characteristics** presents the characteristics of the Existing Condition.

Operation of these existing on-site businesses result in the emission of air pollutants associated with vehicle trips to and from the proposed Project, on-site combustion of natural gas for heating and cooking, and fugitive emissions of VOC from the use of aerosol products and coatings and landscaping. However, data with respect to the exact activity level (i.e., utility consumptions) at each business may not be obtainable, so existing emissions were based on land use characteristics and default values.

Table 25
Existing Condition Land Uses Characteristics

Property Address	Use Type	Quantity	ADT	Daily VMT
310 East Florence Ave	Restaurant	1,200 SF	101	1,990
300 East Florence Ave	Restaurant	4,762 SF	399	7,860
254 North Market St	Restaurant	4,608 SF	386	7,604
250 North Market St	Auto Service	44,000 SF	2,435	47,970
240 North Market St	Shopping Center	12,300 SF	492	9,692
230 North Market St	Store	22,194 SF	1,474	29,038
224 North Market St	Store	5,000 SF	3,811	75,077
222 North Market St	Shopping Center	25,500 SF	2,297	45,251
210 North Market St	Shopping Center	7,348 SF	294	5,792
150 South Market St	Store	16,575 SF	1,101	21,690
500 East Manchester Blvd	Supermarket	76,402 SF	8,158	160,713
510 East Manchester Blvd	Gas Station	202 SF	1,376	27,107

Source: Meridian Consultants, 2020

Table 26: Estimated Daily Emissions (pounds) for Existing Condition Land Uses presents the daily criteria pollutant emissions for the Existing Condition, which will be eliminated as a result of the proposed Project.

Table 26
Estimated Daily Emissions (pounds) for Existing Condition Land Uses

Source	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_2
Area (Consumer Products, Landscaping)	4.92	0.02	<0.01	<0.01	<0.01	<0.01
Energy (Natural Gas)	0.16	1.22	1.45	0.11	0.11	0.01
Motor Vehicles	33.2	1,131	120	47.6	20.1	3.22
Total	**38.3**	**1,132**	**122**	**47.7**	**20.2**	**3.23**

Source: RCH Group, 2020

Notes: Area sources and energy (natural gas and electrical) values based on CalEEMod and data within Table 25. Motor vehicle values based EMFAC and data within Table 25.

Table 27: Estimated Annual GHG Emissions (metric tons) for Existing Condition Land Uses presents the annual GHG emissions for the Existing Condition, which will be eliminated as a result of the proposed Project. The Existing Condition emits 57,262 MT of CO_2e annually.

Table 27
Estimated Annual GHG Emissions (metric tons) for Existing Condition Land Uses

Source	CO_2e
Area (Consumer Products, Landscaping)	<1
Energy (Natural Gas)	291
Energy (Electrical)	1,511
Solid Waste	485
Water and Waste Water	155
Motor Vehicles	54,819
Total	**57,262**

Source: RCH Group, 2020

Notes: Area sources, water, waste, and energy (natural gas and electrical) values based on CalEEMod and data within Table 25. Motor vehicle values based EMFAC and data within Table 25.

Proposed Project

Table 28: Daily and Annual VMT for the Six Operational Scenarios presents the daily and annual VMT for the six operational scenarios with and without the proposed Project. As shown, the proposed Project daily and annual VMT are less than the daily and annual VMT without the proposed Project.

Table 28
Daily and Annual VMT for the Six Operational Scenarios

Scenario	Daily VMT	Annual VMT
Adjusted Baseline (2016) Non-event Weekday without ITC Project	3,159,055	1,007,356,937
Adjusted Baseline (2016) Non-event Weekday with ITC Project	3,138,289	1,000,735,086
Year 2026 with Event Weekday without ITC Project	5,275,088	1,346,432,106
Year 2026 with Event Weekday with ITC Project	5,047,349	1,316,518,609
Year 2045 with Event Weekday without ITC Project	5,662,297	1,469,905,139
Year 2045 with Event Weekday with ITC Project	5,365,217	1,433,075,931

Source: Raju Associates, Inc., 2020

Table 29: Estimated Daily Operational Emissions (pounds) for Proposed Project for Motor Vehicles presents the daily criteria air pollutant emissions for the six operational scenarios with and without the proposed Project. As shown, the proposed Project daily criteria air pollutant emissions are less than the daily criteria air pollutant emissions without the proposed Project.

Table 29
Estimated Daily Operational Emissions (pounds) for Proposed Project for Motor Vehicles

Scenario	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_2
Adjusted Baseline (2016) Non-event Weekday without ITC Project	477	12,420	3,114	407	195	28.6
Adjusted Baseline (2016) Non-event Weekday with ITC Project	474	12,339	3,094	404	194	28.4
Year 2026 with Event Weekday without ITC Project	252	8,738	1,748	610	256	36.4
Year 2026 with Event Weekday with ITC Project	241	8,361	1,672	584	245	34.9
Year 2045 with Event Weekday without ITC Project	185	6,728	1,532	653	269	31.5
Year 2045 with Event Weekday with ITC Project	175	6,375	1,452	618	255	29.8
Incremental Change	**VOC**	**CO**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**	**SO_2**
Adjusted Baseline Non-event Weekday with ITC Project vs Adjusted Baseline Non-event Weekday without ITC Project	(3.14)	(81.6)	(20.5)	(2.67)	(1.28)	(0.19)
Year 2026 with Event Weekday with ITC Project vs Year 2026 with Event Weekday without ITC Project	(10.9)	(377)	(75.5)	(26.3)	(11.1)	(1.57)
Year 2045 with Event Weekday with ITC Project vs Year 2045 with Event Weekday without ITC Project	(9.71)	(353)	(80.4)	(34.2)	(14.1)	(1.65)
Significance Threshold	55	550	55	150	55	150

Source: RCH Group, 2020
Note: Based on EMFAC and data within Table 28

Table 30: Estimated Daily Emissions (pounds) for Proposed Project presents the daily criteria air pollutant operational emissions under normal operations including the standby generators, employee trips, deliveries, area sources, energy sources (natural gas), motor vehicle, while accounting for the reduction in motor vehicle as a result of the proposed Project and elimination of Existing sources. **Table 30** presents the typical daily emissions associated with the proposed Project operations (e.g., 1.53 pounds of NOx). **Table 30** also presents the typical daily emissions plus O&M for the standby generators (one generator

tested per day for 2 hours) associated with the proposed Project operations (e.g., 126 pounds of NOx). **Table 30** also presents the daily emissions plus O&M while accounting for the reduction in air emissions due to the reduction in motor vehicle (see **Table 29: Estimated Daily Operational Emissions (pounds) for Proposed Project for Motor Vehicles**) resulting from the proposed Project (e.g., 50.7 pounds of NOx). Lastly, **Table 30** presents the daily emissions plus O&M while accounting for the reduction in air emissions due to the reduction in motor vehicle and the elimination of existing emission sources (see **Table 26: Estimated Daily Emissions (pounds) for Existing Condition Land Uses**) resulting from the proposed Project (e.g., a reduction of 71.1 pounds of NOx). Therefore, the proposed Project operations would have a *less than significant (and beneficial) impact on air quality*.

Table 30
Estimated Daily Emissions (pounds) for Proposed Project

Source	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_2
Employee Trips	0.29	9.23	0.52	0.60	0.25	0.03
Deliveries	0.03	0.33	0.43	0.08	0.04	0.01
Area (Consumer Products, Landscaping)	2.33	0.04	<0.01	<0.01	<0.01	<0.01
Energy Source (Natural Gas)	0.06	0.48	0.57	0.04	0.04	<0.01
Subtotal Project (Typical Operations)	**2.72**	**10.1**	**1.53**	**0.73**	**0.33**	**0.04**
Emergency Generators	4.26	11.8	125	0.95	0.95	8.68
Subtotal Project (Typical Operations + O&M)	**6.98**	**21.9**	**126**	**1.67**	**1.28**	**8.72**
Motor Vehicles	-10.9	-377	-75.5	-26.3	-11.1	-1.57
Subtotal (Project with Motor Vehicle Reductions)	**-3.89**	**-355**	**50.7**	**-24.7**	**-9.79**	**7.15**
Existing Condition	-38.3	-1,132	-122	-47.7	-20.1	-3.23
Grand Total (Project)	**-42.1**	**-1,488**	**-71.1**	**-72.3**	**-29.9**	**3.92**
Significance Threshold	55	550	55	150	55	150
Exceeds Threshold?	No	No	No	No	No	No

Source: RCH Group, 2020

Notes: Standby generator values based on vender specifications. Employee trips and deliveries values based on EMFAC. Area sources and energy (natural gas) values based on CalEEMod. Motor vehicle values based on Table 29. Existing Condition values based on Table 26.

Table 31: Estimated Annual Operational GHG Emissions (metric tons) for Proposed Project for Motor Vehicles presents the annual GHG emissions for the six operational scenarios with and without the proposed Project. As shown, the proposed Project annual GHG emissions are less than the daily criteria air pollutant emissions without the proposed Project.

Table 31
Estimated Daily Operational Emissions (pounds) for Proposed Project for Motor Vehicles

Scenario	CO_2
Adjusted Baseline (2016) Non-event Weekday without ITC Project	430,621
Adjusted Baseline (2016) Non-event Weekday with ITC Project	427,791
Year 2026 with Event Weekday without ITC Project	441,490
Year 2026 with Event Weekday with ITC Project	431,682
Year 2045 with Event Weekday without ITC Project	390,262
Year 2045 with Event Weekday with ITC Project	380,484
Incremental Change	**CO_2**
Adjusted Baseline Non-event Weekday with ITC Project vs Adjusted Baseline Non-event Weekday without ITC Project	-2,831
Year 2026 with Event Weekday with ITC Project vs Year 2026 with Event Weekday without ITC Project	-9,809
Year 2045 with Event Weekday with ITC Project vs Year 2045 with Event Weekday without ITC Project	-9,778

Source: RCH Group, 2020
Note: Based on EMFAC and data within Table 28

Table 32: Estimated Annual GHG Emissions (metric tons) for Proposed Project presents the annual GHG emissions. The proposed Project operations would have a *less than significant (and beneficial) impact on GHG emissions*. The proposed project would result in a reduction of 59,016 MT of CO_2e annually during operations.

Table 32
Estimated Annual GHG Emissions (metric tons) for Proposed Project

Source	Annual GHG
Employee Trips	559
Deliveries	90
Area (Consumer Products, Landscaping)	0
Energy (Natural Gas)	114
Energy Source (Electrical)	6,800
Solid Waste	49
Water and Waste Water	130
Subtotal Project (Typical Operations)	**7,743**
Emergency Generators	311
Subtotal Project (Typical Operations + O&M)	**8,054**
Motor Vehicles	-9,809
Subtotal (Project with Motor Vehicle Reductions)	**-1,755**
Existing Condition	-57,262
Grand Total (Project)	**-59,016**

Source: RCH Group, 2020
Notes: Standby generator values based on vender specifications. Employee trips and deliveries values based on EMFAC. Area sources and energy (Natural Gas) values based on CalEEMod. Motor vehicle values based on Table 31. Existing Condition value based on Table 27. Energy (Electrical) is based on CalEEMod for MSF plus APM usage of 27,114,390 kWh along with an SCE emission factor of 535 pounds per MWh.

The City has developed a set of broad sustainability strategies included as part of the Design Guidelines to be incorporated into the design, construction, and operations of each proposed Project component. These guidelines align with Inglewood's commitment to sustainability City-wide, as outlined in the City's Energy and Climate Action Plan and Energy Efficiency Climate Action Plan. These sustainability guidelines serve as a mechanism to promote the City's commitment to reduce its environmental footprint and promote energy efficient design requirements, water conservation and water quality improvement projects, natural resource protection efforts, waste reduction and recycling, and numerous air quality emissions reduction policies and programs.

For operational impacts, the proposed Project would comply with the requirements of California Green Building Standards Code (CALGreen) and be consistent with the City of Inglewood Energy Efficiency Climate Action Plan involving policies and programs related to sustainability, energy efficiency, and reduction in GHG emissions. The City has committed to taking an active role in promoting energy conservation and environmentally-friendly initiatives to improve the environment and realize the co-benefits, which include energy independence, cost savings for energy not used, water saved, improved air quality, and public health benefits from improved air quality.

The City has an ongoing commitment to increasing energy efficiency and implementing energy conservation measures to reduce wasteful, inefficient, and unnecessary consumption. The proposed Project would incorporate a number of sustainability features as listed in **Proposed Sustainability Guidelines** within the Project Description. These guidelines are intended to integrate the design of new and existing facilities and to create a passenger experience that reflects the City's history and architecture, while providing design guidance for new construction or modernization of the proposed Project. The City has committed to implementing, if feasible, various sustainability measures for different proposed Project elements that meet or exceed CALGreen requirements, including energy and water conservation measures, for each of the follow proposed Project components: an elevated guideway and stations and the MSF. The sustainability strategies relate to planning and design; energy efficiency and renewable energy; water efficiency and conservation; materials conservation and resource efficiency; and environmental quality.

Standby Generators

Additionally, the proposed Project would include up to two stationary standby generators with an estimated total capacity rated at approximately 4,000 kilowatts (kW) to provide emergency power primarily for lighting and other emergency building systems. Emergency generator emissions were calculated based on compliance with applicable federal emissions standards and compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) mandated emission limits and operating hour constraints. This analysis also assumed that the standby generators would operate up to two hours per day and a total of 50 hours per

year for testing and maintenance (per SCAQMD Rule 1470 limit). SCAQMD requires that all internal combustion engines (ICE) greater than 50 brake horsepower (bhp) and gas turbines greater than 2,975,000 Btu per hour obtain a permit to construct prior to installation of the engines at a site.

SCAQMD defines a standby ICE or turbine for non-utility power generation as one that does not operate more than 200 hours a year and is only operated in the event of an emergency power failure or for routine testing and maintenance is considered a standby backup generator for power generation. Operators should petition the SCAQMD's Hearing Board for a variance to operate in excess of the allowed 200 hours before it is anticipated that the hours may be exceeded.

- The internal combustion engines must meet SCAQMD's Best Available Control Technology (BACT) requirements.
- It is advisable before purchasing any equipment to consult with the SCAQMD and apply for approval of a Permit to Construct from the SCAQMD prior to installation of the engine. Typically, the SCAQMD either issues a Permit to Construct or a Permit to Construct/Operate.

The Project Applicant will implement the following operational equipment requirements and operation protocols for equipment operating at the proposed Project. These features would be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment and comply with such protocols. Operational features would include the following:

- All standby generators used for proposed Project operations shall be selected from the SCAQMD certified generators list and meet applicable federal standards for diesel emissions. For after-treatment of engine exhaust air, a diesel particulate filter shall be provided to meet the emission level requirements of SCAQMD. The proposed Project would have two standby generators, each could operate up to two hours per day and a total of 50 hours per year for testing and maintenance (per SCAQMD Rule 1470 limit) to ensure reliability in the case of a power outage.
- The Applicant shall conduct maintenance and/or testing on the two standby generators on separate days.

Therefore, each standby generators would operates for 2 hours per day during 25 days per year for a total of 50 hours per year. Each standby generator shall be tested during different days. For emergency operation both generators would operate up to 2 hours each and could occur simultaneously.

Vender specifications were used to determine air pollutants emission factors for the standby generators. Emission factors are 5.27 g/hp-hour for NOx, 0.5 g/hp-hour for CO, 0.18 g/hp-hour for VOC, and 0.4 g/hp-hour for $PM_{10}/PM_{2.5}$. The estimated annual fuel usage assuming each generator operates of 50 hours per year (2 hours per day) is 27,440 gallons of diesel fuel.[57]

57 Vender Specifications for Standby Generator, Accessed August 25, 2020 at: https://www.cat.com/en_US/products/new/power-systems/electric-power.html

Electrical Usage

Components of the proposed Project would utilize electrical energy for a whole range of function. During normal operation of the proposed TPSS at the MSF Site (TPSS 1) is estimated to have a peak power load flow of 2,008 kilowatts (kW) and normal operation of the proposed TPSS at the Transit Center TPSS (TPSS 2) is estimated to have a peak power load flow of 2,119 kW for a total of 4,127 kW. The proposed Project would operate for 18 hours per day which would generate a total electricity demand of 74,286 kWh per day or 27,114,390 kWh (27,114 Megawatts-hour or MWh) per year.[58] In the event TPSS 1 is unable to operate, TPSS 2 is estimated to have a peak power load of 4,152 kW which would generate a total electricity demand of 74,736 kWh per day or 27,278,640 kWh (27,279 MWh) per year. Similarly, in the event TPSS 2 is unable to operate, TPSS 1 is estimated to have a peak power load of 4,353 kW which would generate a total electricity demand of 78,354 kWh per day or 28,599,210 kWh (28,599 MWh) per year.

The electrical demand from the existing (but to be removed as part of the proposed Project) commercial, restaurant, and retail uses at the current commercial plaza at Florence and Market Street (proposed Market Street/Florence Avenue Station site) and the commercial plaza at 500 East Manchester Boulevard (proposed MSF site) is 5,110,987 kWh per year. Therefore, during normal operation, the electricity demand for the proposed Project results in a net increase of 22,003,403 kWh (22,003 MWh) per year. In the event TPSS-1 is unable to operate, the electricity demand for the proposed Project results in a net increase of 22,167,653 kWh (22,168 MWh) per year. In the event TPSS-1 is unable to operate, the electricity demand for the proposed Project results in a net increase of 23,488,223 kWh (23,488 MWh) per year. The electrical demand associated with the Adjusted Baseline is 16,507,545 kWh (16,508 MWh) per year.

Southern California Edison average CO_2e intensity factors for its total electricity mix is projected to be 0.173 $MTCO_2e$/MWh (or 535 pounds per MWh) and was used to determine the GHG emissions from the APM. Estimated GHG emissions from APM operations are the average CO_2e intensity factor (535 pounds per MWh) times the electrical usage (for example, 27,114 MWh for the proposed Project), which equals 6,580 metric tons.

13.0 SUMMARY

In summary, daily mitigated construction emissions would exceed the SCAQMD significance thresholds for NO_x during 2023 through 2025, as described in **Section 8**. These impacts are largely due to off-road construction equipment and to a much lesser degree due to off-site construction haul trucks. However,

58 Lea+Elliott, *Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020 (See Appendix 3.0.1).*

during mitigated construction activities as presented in **Section 9**, the ambient air concentration impacts due to Project construction would be less than significant at all nearby receptors for all pollutants. Therefore, although the daily construction emissions for NO_x would potentially exceed the SCAQMD significance thresholds, but the resultant air concentrations would not likely exceed the SCAQMD significance thresholds. As shown in **Section 10**, during mitigated construction activities, incremental cancer risks would not exceed significance thresholds at existing residence, existing daycare/school and off-site worker locations. As shown in **Section 11**, the GHG emissions associated with construction activities would not likely exceed the SCAQMD significance thresholds. Daily operational emissions would less than significant compared to the SCAQMD significance thresholds. Once operational, the proposed Project will increase transit ridership throughout the region, reduce vehicle miles traveled and criteria air pollutants, GHG emissions, and improve air quality throughout the South Coast Air Basin (see **Section 12**). Therefore, short-term construction-related air quality impacts would occur but long-term operational-related air quality benefits would follow.

Attachment A

Dispersion Modeling Methodology and Assumptions

Dispersion is the process by which atmospheric pollutants disseminate due to wind and vertical atmospheric stability. The results of a dispersion analysis are used to assess pollutant concentrations at or near an emission source. The results of an analysis allow predicted concentrations of pollutants to be compared directly to air quality standards and other criteria such as health risks based on modeled concentrations.

A rising pollutant plume reacts with the environment in several ways before it levels off. First, the plume's own turbulence interacts with atmospheric turbulence to entrain ambient air. This mixing process reduces and eventually eliminates the density and momentum differences that cause the plume to rise. Second, the wind transports the plume during its rise and entrainment process. Higher winds mix the plume more rapidly, resulting in a lower final rise. Third, the plume interacts with the vertical temperature stratification of the atmosphere, rising as a result of buoyancy in the unstable-to-neutrally stratified mixed layer. However, after the plume encounters the mixing lid and the stably stratified air above, its vertical motion is dampened.

Molecules of gas or small particles injected into the atmosphere will separate from each other as they are acted on by turbulent eddies. The Gaussian mathematical model such as AERMOD simulates the dispersion of the gas or particles within the atmosphere. The formulation of the Gaussian model is based on the following assumptions:

- The predictions are not time-dependent (all conditions remain unchanged with time)
- The wind speed and direction are uniform, both horizontally and vertically, throughout the region of concern
- The rate of diffusion is not a function of position
- Diffusion in the direction of the transporting wind is negligible when compared to the transport flow

Air quality impacts were determined for United States Environmental Protection Agency (USEPA) criteria pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 micrometers (coarse or PM_{10}), and particulate matter less than 2.5 micrometers (fine or $PM_{2.5}$).

Dispersion Modeling Approach

Air dispersion modeling was performed to estimate the downwind dispersion of exhaust emissions resulting from construction activities and operations. The following sections present the fundamental components of an air dispersion modeling analysis including air dispersion

model selection and options, receptor locations, meteorological data, source exhaust parameters, nitrogen oxides (NOx) to NO_2 conversion, and building downwash.

Model Selection and Options

AERMOD (Version 19191)[1] was used for the dispersion analysis. AERMOD is the USEPA preferred atmospheric dispersion modeling system for general industrial sources. The model can simulate point, area, volume, and line sources. AERMOD is the appropriate model for this analysis based on the coverage of simple, intermediate, and complex terrain. It also predicts both short-term and long-term (annual) average concentrations. The model was executed using the regulatory default options (stack-tip downwash, buoyancy-induced dispersion, and final plume rise), default wind speed profile categories, default potential temperature gradients, and assuming no pollutant decay.

The selection of the appropriate dispersion coefficients depends on the land use within three kilometers (km) of the project site. The types of land use were based on the classification method defined by Auer (1978); using pertinent United States Geological Survey (USGS) 1:24,000 scale (7.5 minute) topographic maps of the area. If the Auer land use types of heavy industrial, light-to-moderate industrial, commercial, and compact residential account for 50 percent or more of the total area, the USEPA *Guideline on Air Quality Models*[2] recommends using urban dispersion coefficients; otherwise, the appropriate rural coefficients can be used. Per South Coast Air Quality Management District (SCAQMD) guidance, urban dispersion coefficients were applied within AERMOD. For this project, all emissions sources were modeled with urban effects using the population of 9,818,605 for Los Angeles County.[3]

Receptor Locations

Some receptors are considered more sensitive to air pollutants than others, because of preexisting health problems, proximity to the emissions source, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential areas are also considered sensitive to poor air quality because people in residential areas are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution because vigorous exercise

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[1] United States Environmental Protection Agency, *AERMOD Modeling System*, Accessed July 7, 2020 at: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models.

[2] United States Environmental Protection Agency, *Guideline on Air Quality Models (Revised), 40 Code of Federal Regulations, Part 51, Appendix W,* November 2005, Accessed July 6, 2020 at: https://www3.epa.gov/scram001/guidance/guide/appw_05.pdf.

[3] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

associated with recreation places having a high demand on respiratory system function. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups.

In accordance with SCAQMD guidance[4], modeled receptors for the health risk assessment (HRA) were placed at locations in which people are typically located for a period of time. The receptors for the HRA within a quarter-mile of the project site are as follows:

- Single- and multi-family residences along the project length.
- Off-site workers within industrial and commercial areas surrounding the project site.
- Recreational facilities such as Queen Park.
- Medical facilities such as Hillcrest Medical Center and Centinela Hospital Medical Center.
- Educational facilities such as Inglewood High School, Inglewood Junior Academy, George W Crozier Middle School, and Kelso Elementary School.
- Off-site daycare/childcare such as South Bay Child Development Center, Tender Care Child Development Center, A Bright Beginning Child Development Center, and Debbie's Child Development Center.

Figure A-1 displays the location of the nearby residential receptors. offsite workers, and other sensitive receptors used in the HRA. There are a total of 1,287 residential, offsite workers, and other sensitive receptors**. Figure A-2** displays the specific sensitive receptors within the northern portion of the project site. **Figure A-3** displays the specific sensitive receptors within the central portion of the project site. **Figure A-4** displays the specific sensitive receptors within the southern portion of the project site. **Figure A-5** displays the location of the receptors used in the air quality analysis for the criteria pollutants impacts. There are a total of 667 air quality criteria pollutant receptors plus the 1,287 sensitive receptors (see **Figure A-1**).

All receptors were set so that only ground-level concentrations were analyzed. Flagpole receptors are only necessary for analyses that have instances where sensitive receptors are located on patios/decks at nearby high-rise buildings.[5] Generally, the modeled concentrations would be highest at the ground-level due to the ground-level emissions associated with construction activities.

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[4] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

[5] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

FIGURE A-1
HEALTH RISK ASSESSMENT SENSITIVE RECEPTORS

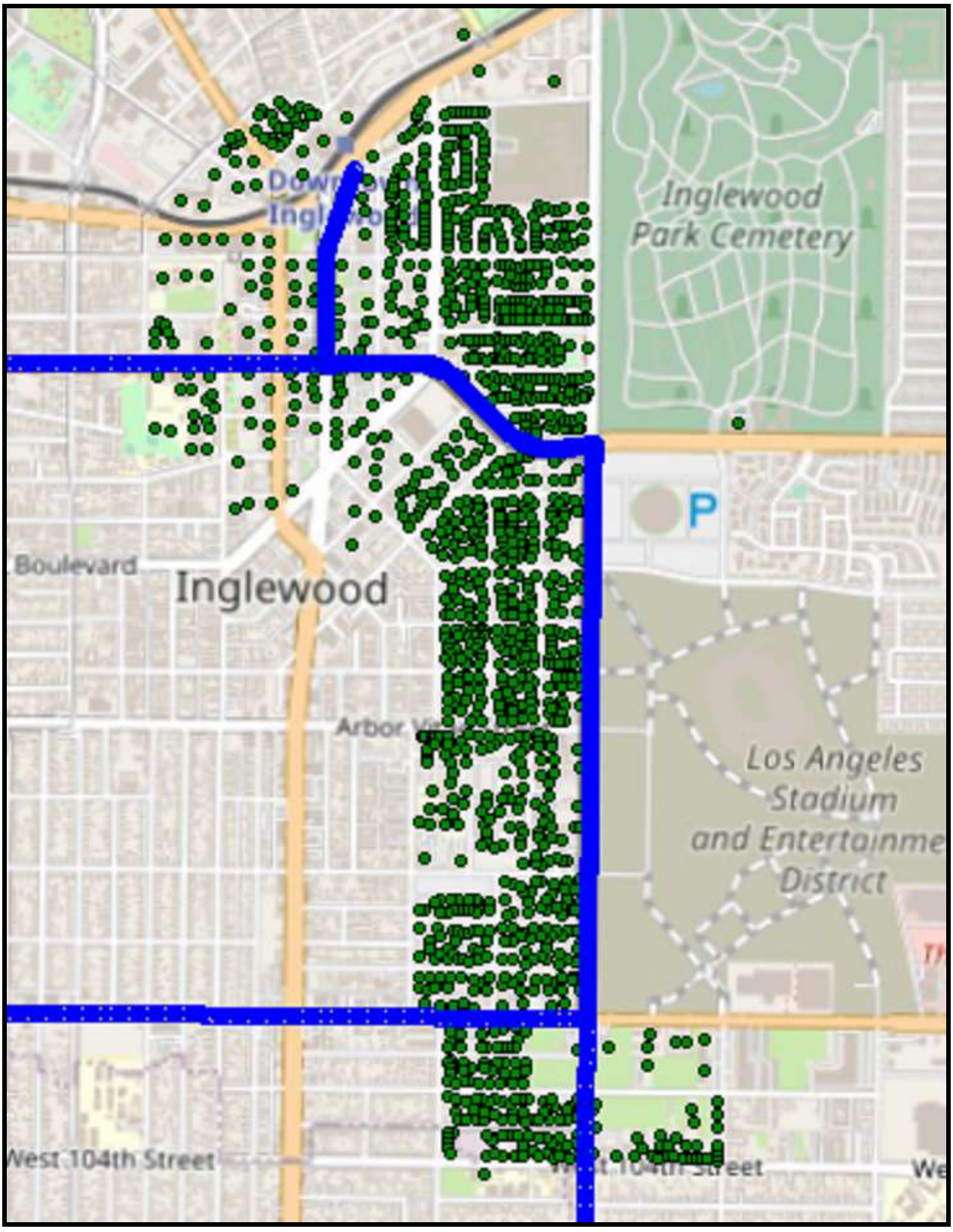
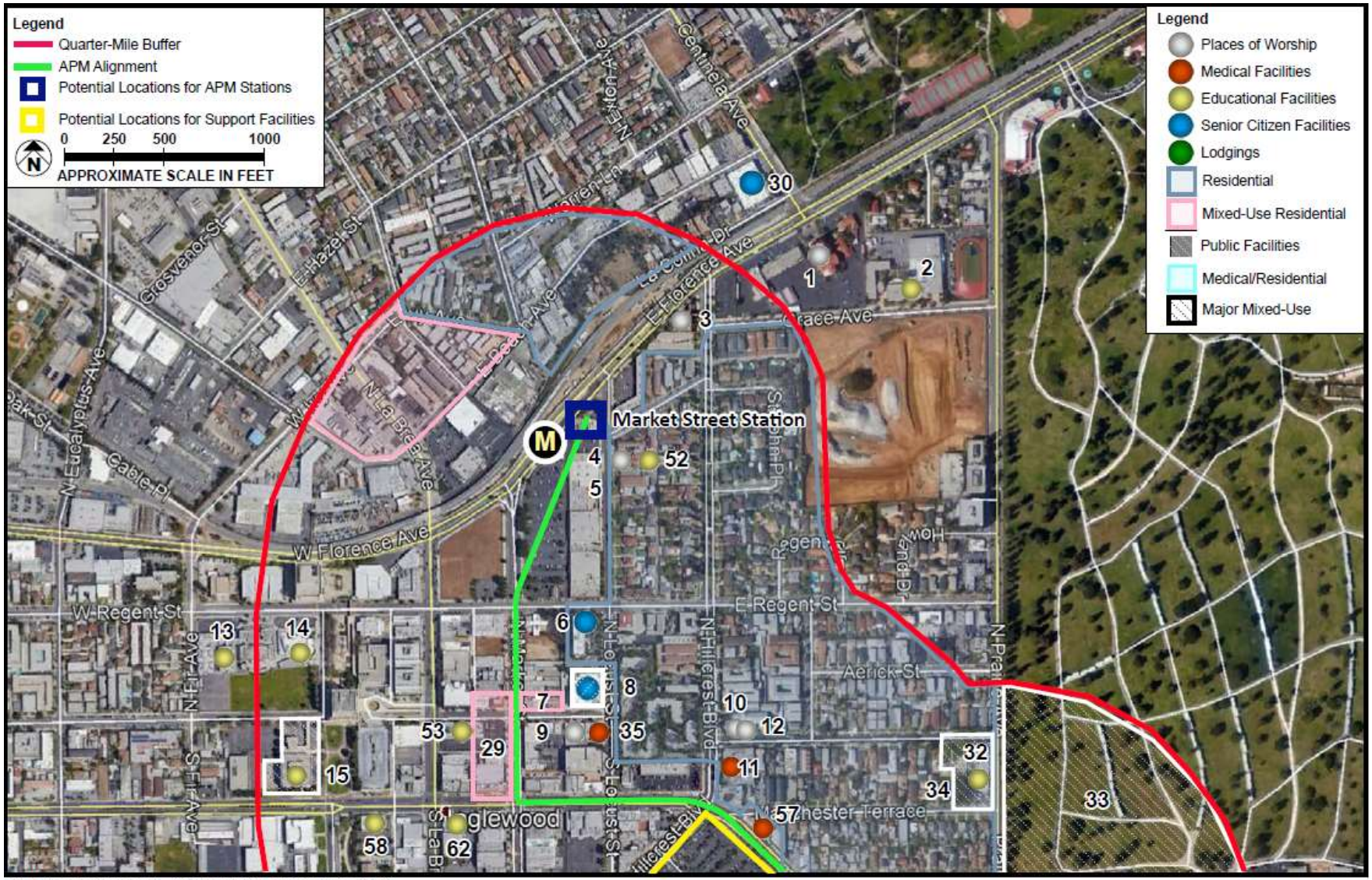
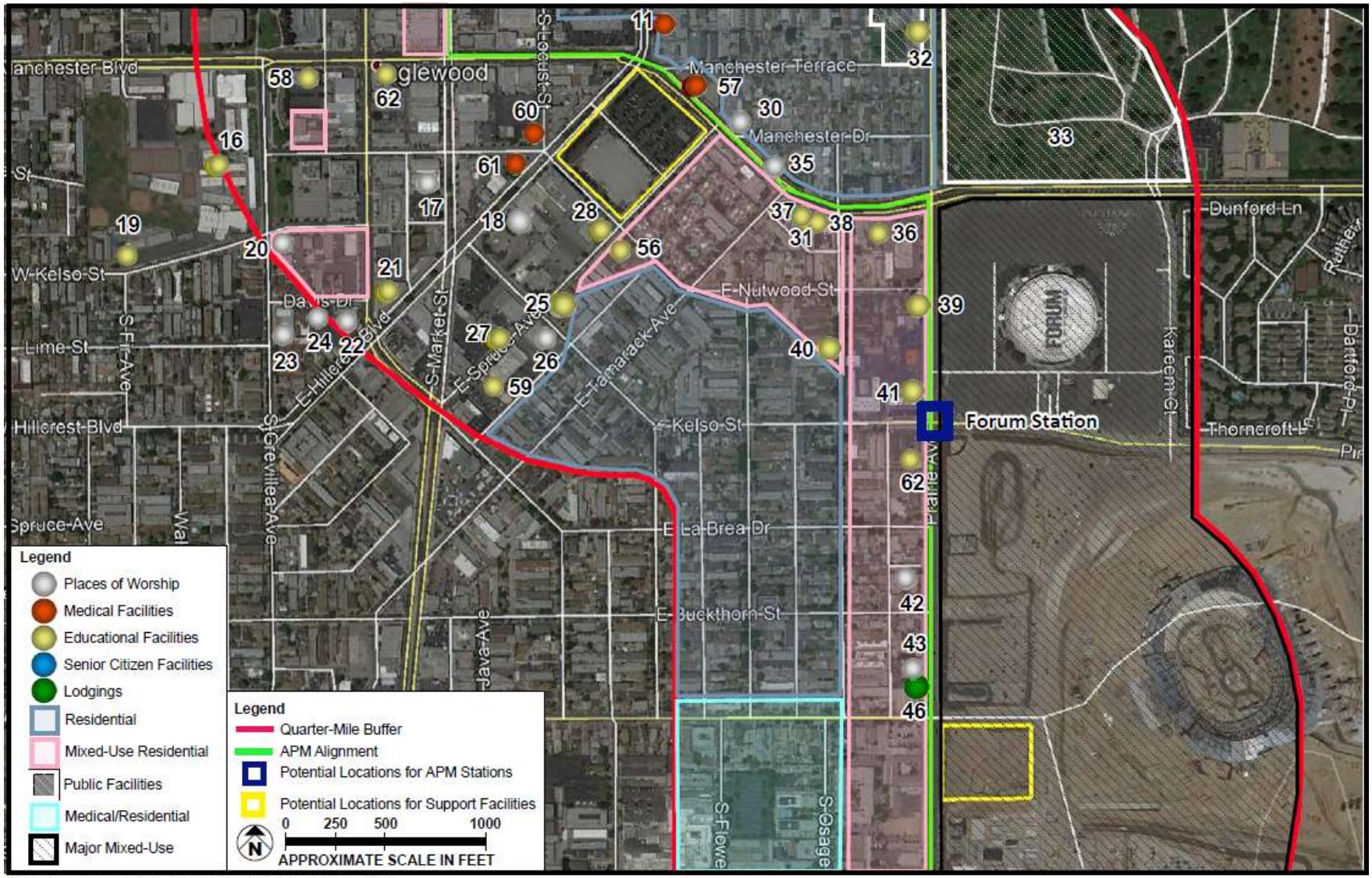


FIGURE A-2
HEALTH RISK ASSESSMENT SPECIFIC SENSITIVE RECEPTORS (NORTH)



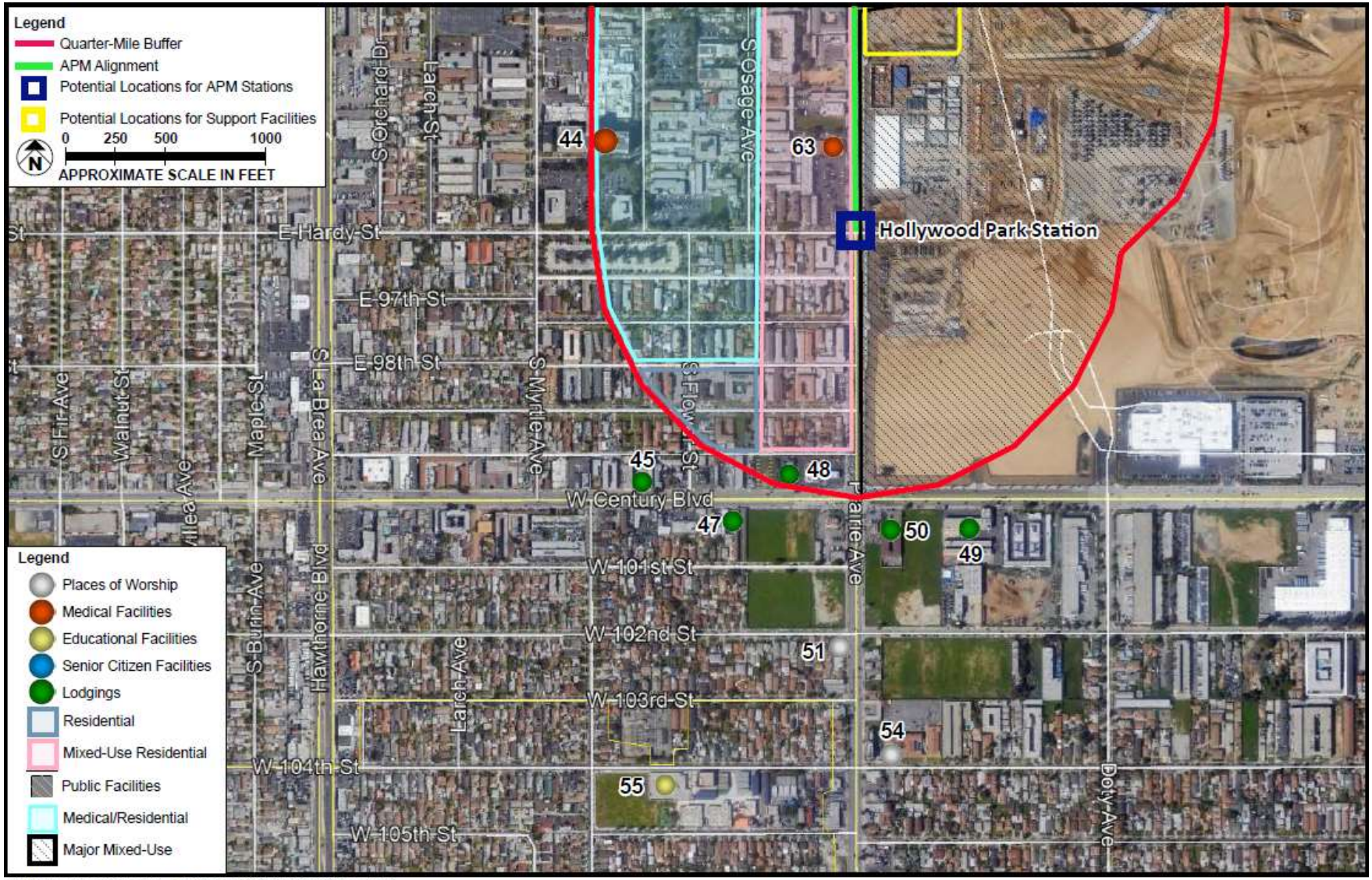
SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE A-3
HEALTH RISK ASSESSMENT SPECIFIC SENSITIVE RECEPTORS (CENTRAL)



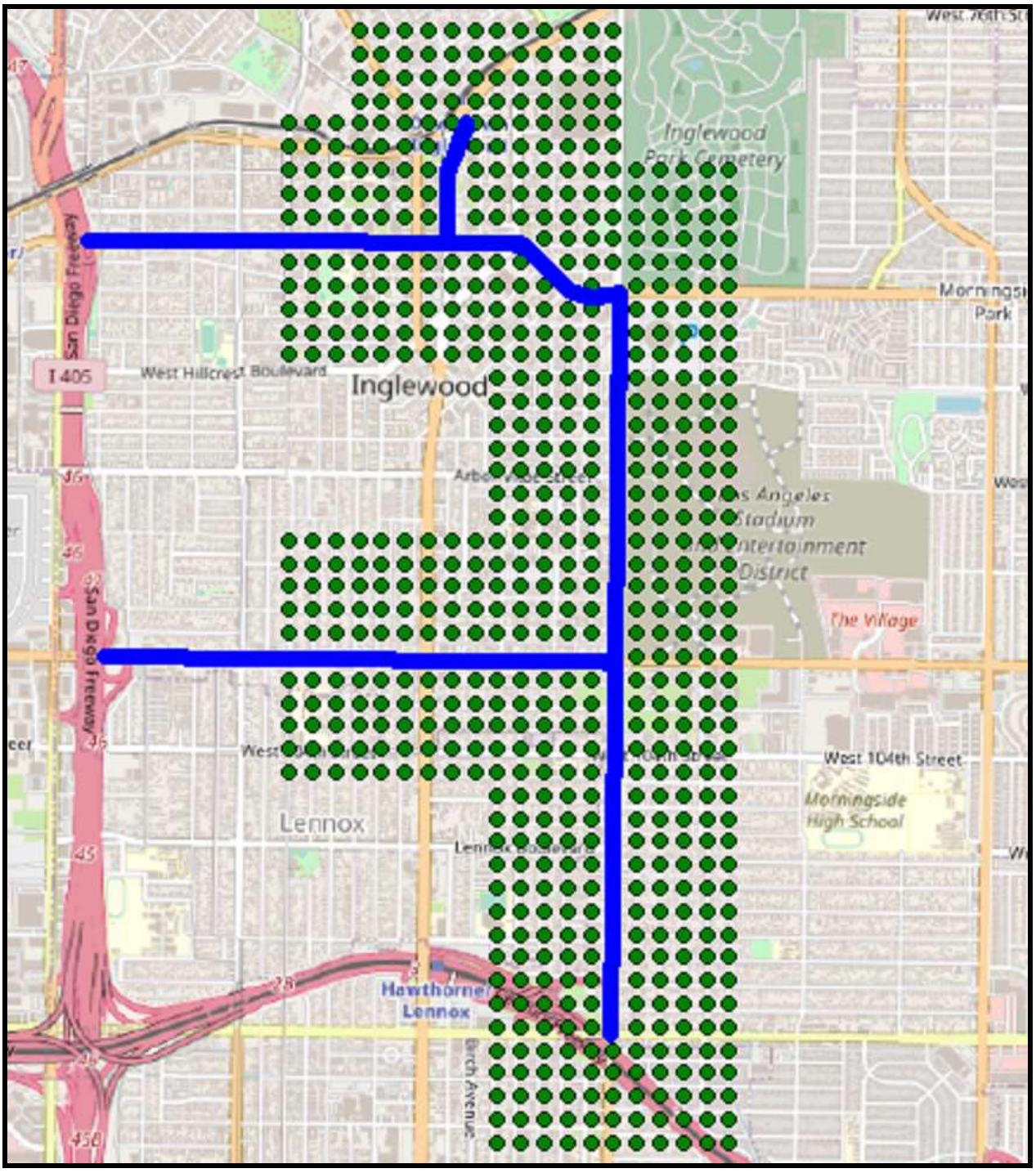
SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE A-4
HEALTH RISK ASSESSMENT SPECIFIC SENSITIVE RECEPTORS (SOUTHERN)



SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE A-5
AMBIENT AIR CONCENTRATION IMPACT RECEPTORS



The air quality analysis for the criteria pollutants (NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$) were evaluated at receptors where a person has access and can be situated for an hour or longer at a time. To identify the maximum impacted receptors, a uniform Cartesian grid with a spacing of 50 meters was used for all distances less than 500 meters and with a spacing of 100 meters for all distances less than 1,500 meters. The size of the modeling domain and placement of the receptors was at such a distance and resolution to identify the maximum impacts to the surrounding areas and the significant concentration gradients from the project emission sources.[6]

The AERMOD modeling system includes AERMAP (Version 11103)[7], which is a terrain data pre-processor. Terrain data, available from the United States Geological Survey (USGS), was used by AERMAP to produce terrain base elevations for each receptor and source and a hill height scale value for each receptor. The National Elevation Dataset (NED) data in GeoTIFF format was used as input into AERMAP instead of Digital Elevation Model (DEM) data. A resolution of one-arc-second (approximately 30 meters) or 1/3 arc-second (approximately 10 meters) was used. Elevations were imported for all emission sources, receptors, and buildings in the modeling analysis.

Meteorological Data

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features affecting pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, and consequently affect air quality.

Hourly meteorological data from Los Angeles International Airport, located approximately four miles to the west-southwest of the proposed project was used in the dispersion modeling analysis and health risk assessment. Meteorological data from 2012 through 2016 were used.[8] **Figure A-6** displays the annual wind rose. Wind directions are predominately from the west with a large frequency of light or moderate wind speed conditions, as shown in **Figure A-7**. The average annual wind speed is 7.8 miles per hour (3.5 meters per second).

[6] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

[7] United States Environmental Protection Agency, AERMAP, Accessed July 7, 2020 at: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models.

[8] South Coast Air Quality Management District, *Meteorological Data for AERMOD,* Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod.

FIGURE A-6
WINDROSE FOR LOS ANGELES INTERNATIONAL AIRPORT

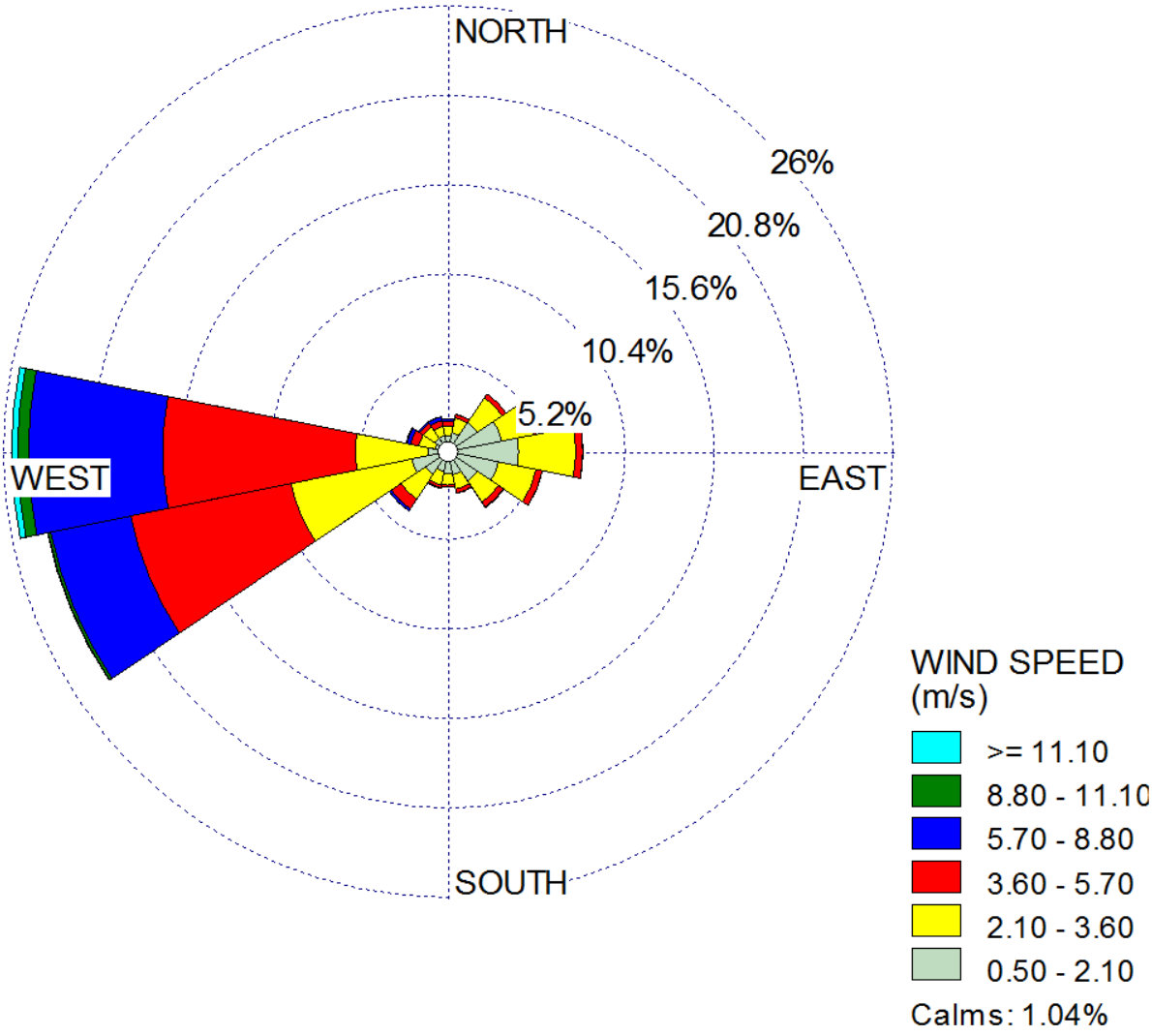
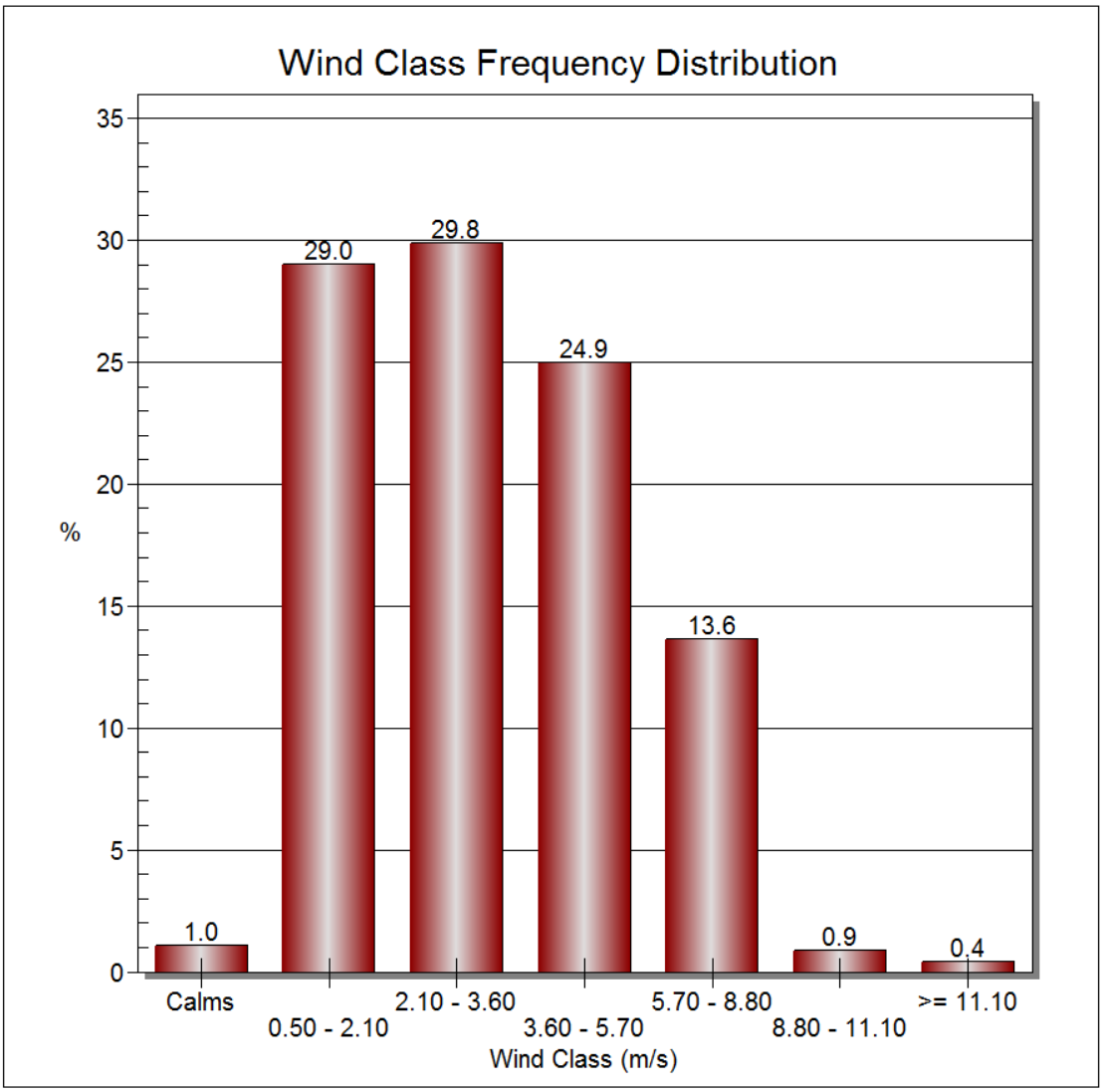


FIGURE A-7
WIND SPEED DISTRIBUTION FOR LOS ANGELES INTERNATIONAL AIRPORT



Source Release Characteristics

Construction equipment activities were treated as an area source. The release height of the off-road equipment exhaust was set to 3.05 meters and an initial vertical dimension of 4.15 meters. Offsite construction trucks were treated as a line source (i.e., volume sources placed at regular intervals) located along nearby roadways. The off-site construction trucks were assigned a release height of 3.05 meters and an initial vertical dimension of 4.15 meters, which accounts for dispersion from the movement of vehicles.[9] Terrain elevations for emission source locations were based on AERMAP (Version 11103).[10]

The primary delivery routes would utilize Florence Avenue, Manchester Boulevard, Prairie Avenue, and Century Boulevard which are currently in use by nearby projects within the two mile radius. For materials delivered to and stored at designated construction staging areas, the contractor haul routes to and from the project area would be generally on public streets. Some excavated dirt materials may be hauled at night, where possible, due to the congested freeways and surface streets around or near the excavation site during daytime hours. The contractor would develop an excavation plan that define haul routes, dust control, sweeping and disposal site.

Construction activity would primarily occur over a 16 hour / day schedule with two shifts, either a morning shift from approximately 7:00 a.m. to 3:00 p.m. or an evening shift from approx. 3:00 p.m. to 11:00 p.m., or a morning shift from approximately 7:00 a.m. to 3:00 p.m. and a night shift from approximately 11:00 p.m. to 7:00 a.m. Other minimal construction work could occur during other hours at a reduced intensity. Delivery of construction materials would occur during the night shift, as would most lane closures.

Temporal factors were used to describe the relationship of one period of time to another (i.e., the relationship of activity during one hour to activity in a 24-hour period). In AERMOD, temporal factors are applied to represent varying levels of activity as a fraction of a peak period. Using temporal factors gives the model the ability to more accurately reflect real world conditions. **Table A-1** shows the hourly construction profile which represents the construction intensity for each hour of the day relative to the peak hour. Construction activities would occur Monday through Sunday.

[9] While haul truck emissions contribute minimally to overall project construction emissions, they also are spread over many miles. Hence, the portion of trucking emissions that would impact one receptor is much smaller than the emissions that the clustered off-road activity at the project site would impact a receptor near the site.

[10] United States Environmental Protection Agency, AERMAP, Accessed July 7, 2020 at: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models.

TABLE A-1
HOURLY CONSTRUCTION PROFILE

	Hour	Morning/Evening Hourly Work Intensity	Morning/Night Hourly Work Intensity
Nighttime	12:00 AM – 1:00 AM	25%	50%
	1:00 AM – 2:00 AM	25%	50%
	2:00 AM – 3:00 AM	25%	50%
	3:00 AM – 4:00 AM	25%	50%
	4:00 AM – 5:00 AM	25%	50%
	5:00 AM – 6:00 AM	25%	50%
	6:00 AM – 7:00 AM	25%	50%
Daytime	7:00 AM – 8:00 AM	100%	100%
	8:00 AM – 9:00 AM	100%	100%
	9:00 AM – 10:00 AM	100%	100%
	10:00 AM – 11:00 AM	100%	100%
	11:00 AM – 12:00 PM	100%	100%
	12:00 PM – 1:00 PM	100%	100%
	1:00 PM – 2:00 PM	100%	100%
	2:00 PM – 3:00 PM	100%	100%
	3:00 PM – 4:00 PM	100%	50%
	4:00 PM – 5:00 PM	100%	50%
	5:00 PM – 6:00 PM	100%	50%
	6:00 PM – 7:00 PM	100%	50%
Evening	7:00 PM – 8:00 PM	75%	38%
	8:00 PM – 9:00 PM	75%	38%
	9:00 PM – 10:00 PM	75%	38%
Night	10:00 PM – 11:00 PM	50%	25%
	11:00 PM – 12:00 AM	25%	50%

Nitrogen Dioxide to Nitrogen Oxides Conversion

According to USEPA, dispersion modeling results provide predicted concentrations of NOx which, for comparison to ambient air quality standards, can be converted to concentrations of NO_2. While AERMOD is generally considered a non-chemistry model, it offers three methods for modeling NO_2 formation from NOx emissions: (i) the Ambient Ratio Method (ARM and ARM tier 2), (ii) the Ozone Limiting Method (OLM), and (iii) the Plume Volume Molar Ratio Method (PVMRM). Moreover, USEPA's *Guideline on Air Quality Models* recommends a three-tiered screening approach to estimate ambient concentrations of NO_2:

- *Tier 1* – Assumes complete (100 percent) conversion of all emitted NO_x to NO_2 based on application of an appropriate refined modeling technique under Section 4.2.2 of Appendix

W (of the USEPA's *Guideline on Air Quality Models*) to estimate ambient NO_x concentrations.

- *Tier 2* – Ambient Ratio Method (ARM-2), in which model-predicted NO_x concentrations are multiplied by a NO_2/NO_x ambient ratio derived from ambient monitoring data. ARM-2 incorporates a variable ambient ratio—a function of model predicted one-hour NO_x concentration—based on an analysis of nationwide hourly ambient NO_x monitoring data from approximately 580 stations from 2001 through 2010.
- *Tier 3* – Performs a detailed analysis on a case-by-case basis by employing the OLM or PVMRM. These methods require the most detailed analysis and produce the least conservative and presumably most representative results. Tier 3 requires information such as in-stack NO_2/NO_x ratio and ambient ozone concentrations.

The air quality dispersion modeling analysis employed the ARM-2 approach. It was determined that 100 percent conversion (tier 2) was not appropriate for this air quality analysis and the use of ARM-2 provides a conservative analysis compared to the use of OLM/PVMRM (tier 3).

Background Concentrations

Background concentrations, as described in the USEPA *Guideline on Air Quality Models*[11] refers to the "…portion of the background attributable to natural sources, other unidentified sources in the vicinity of the project, and regional transport contributions from more distant sources" where "…the ambient concentrations from these sources are typically accounted for through use of ambient monitoring data…".

Generally, the closest upwind monitor should be selected, with preference to the monitor that has the most similar characteristics to the area for the source under consideration. The SCAQMD maintains a network of monitoring stations within the Air Basin that monitor air quality and compliance with applicable ambient standards. The nearest air monitoring station which measures CO, NO_2, SO_2, and PM_{10} is located near Los Angeles International Airport (7201 West Westchester Parkway, Southwest Coastal LA County, Station 820), four miles to the west of the project site. The nearest air monitoring station which measures $PM_{2.5}$ is located in central Los Angeles (1630 North Main Street, Central LA, Station 087), ten miles to the northeast of the project site. **Table A-2** summarizes the most recent three years of data (2017 through 2019) from the nearby air monitoring stations.

Consistent with SCAQMD guidance, the maximum background concentrations (in bold) were used in the air quality analysis. The most recent three years of available monitoring data have

[11] United States Environmental Protection Agency, *Guideline on Air Quality Models (Revised), 40 Code of Federal Regulations, Part 51, Appendix W*, November 2005, Accessed July 7, 2020 at: https://www3.epa.gov/scram001/guidance/guide/appw_05.pdf.

been used to develop background concentration values. For all CAAQS and most NAAQS pollutants, the maximum value from the most recent three years was used. The exceptions to this includes 1-hour NO_2 (three year average of the 98th percentile of the daily maximum 1-hour average) and 1-hour SO_2 (three year average of the 99th percentile of the daily maximum 1-hour average).[12] The exceptions for including background concentrations is the PM_{10} CAAQS and $PM_{2.5}$ NAAQS and CAAQS, due to the nonattainment status for the South Coast Air Basin. Modeled maximum 24-hour and annual concentrations were compared directly to the significant thresholds.

TABLE A-2
BACKGROUND CONCENTRATIONS (PPM)

Pollutant	Monitoring Data by Year		
	2017	2018	2019
Nitrogen Dioxide (NO_2)			
Highest 1 Hour Average (ppm)[b]- CAAQS	**0.072**	0.060	0.070
Highest 1 Hour Average (ppm)[b]- NAAQS	**0.055**	0.050	0.049
Annual Average ($\mu g/m^3$)	0.009	0.009	**0.010**
Carbon Monoxide (CO)			
Highest 1 Hour Average (ppm)	**2.1**	1.8	1.8
Highest 8 Hour Average (ppm)	**1.6**	1.5	1.3
Sulfur Dioxide (SO_2)			
Highest 1 Hour Average (ppm) - CAAQS	0.010	**0.012**	0.008
Highest 1 Hour Average (ppm) - NAAQS	**0.007**	0.005	0.004
Highest 24 Hour Average (ppm)	0.004	**0.005**	0.003

Source: *South Coast Air Quality Management District, Annual Air Quality Summaries,* Accessed July 7, 2020 at: *http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year.*

[12] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, Accessed July 7, 2020 at: https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

Attachment B

Health Risk Assessment Methodology and Assumptions

A health risk assessment (HRA) is accomplished in four steps: 1) hazards identification, 2) exposure assessment, 3) toxicity assessment, and 4) risk characterization. These steps cover the estimation of air emissions, the estimation of the air concentrations resulting from a dispersion analysis, the incorporation of the toxicity of the pollutants emitted, and the characterization of the risk based on exposure parameters such as breathing rate, age adjustment factors, and exposure duration; each depending on receptor type (i.e., residence, school, daycare centers, hospitals, senior care facilities, recreational areas, adult, infant, child).

This HRA was conducted in accordance with technical guidelines developed by federal, state, and regional agencies, including United States Environmental Protection Agency (USEPA) *Guideline on Air Quality Models*[1], California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*[2], the South Coast Air Quality Management District (SCAQMD) *AB 2588 and Rule 1402 Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act*,[3] and SCAQMD's *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*.[4] This HRA addresses the emissions from construction activities (nonroad equipment at the project site and off-site truck travel along nearby roadways). Specific focus is on diesel particulate matter (DPM) emissions.

An HRA should not be interpreted as the expected rates of cancer or other potential human health effects, but rather as estimates of potential risk or likelihood of adverse effects based on current knowledge, under a number of highly conservative assumptions and the best assessment tools currently available. **Attachment C: Supplemental Health Impact Information provides** further information on health impacts.

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[1] United States Environmental Protection Agency, *Guideline on Air Quality Models (Revised), 40 Code of Federal Regulations, Part 51, Appendix W*, November 2005, Accessed July 7, 2020 at: https://www3.epa.gov/scram001/guidance/guide/appw_05.pdf.

[2] Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, March 6, 2015, Accessed July 7, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

[3] South Coast Air Quality Management District, *AB 2588 and Rule 1402 Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act*, September 2018, Accessed July 7, 2020 at: *http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab-2588-supplemental-guidelines-201809.pdf?sfvrsn=6*.

[4] South Coast Air Quality Management District, *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*, September 1, 2017, Accessed July 7, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

TERMS AND DEFINITIONS

As the practice of conducting an HRA is particularly complex and involves concepts that are not altogether familiar to most people, several terms and definitions are provided that are considered essential to the understanding of the approach, methodology and results:

Acute effect – a health effect (non-cancer) produced within a short period of time (few minutes to several days) following an exposure to toxic air contaminants (TAC).

Cancer risk – the probability of an individual contracting cancer from a lifetime (i.e., 70 year) exposure to TAC such as DPM in the ambient air based on an exposure duration of 30 years.

Chronic effect – a health effect (non-cancer) produced from a continuous exposure occurring over an extended period of time (weeks, months, years).

Hazard Index (HI) – the unitless ratio of an exposure level over the acceptable reference dose. The HI can be applied to multiple compounds in an additive manner.

Hazard Quotient (HQ) – the unitless ratio of an exposure level over the acceptable reference dose. The HQ is applied to individual compounds.

Toxic Air Contaminants – any air pollutant that is capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). The current California list of TAC identify approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Human Health Effects - comprise disorders such as eye watering, respiratory or heart ailments, and other (i.e., non-cancer) related diseases.

Health Risk Assessment – an analysis designed to predict the generation and dispersion of TAC in the outdoor environment, evaluate the potential for exposure of human populations, and to assess and quantify both the individual and population-wide health risks associated with those levels of exposure.

Incremental – under CEQA, the net difference (or change) in conditions or impacts when comparing the baseline to future year project conditions.

Maximum exposed individual (MEI) – an individual assumed to be located at the point where the highest concentrations of TAC, and therefore, health risks are predicted to occur.

Non-cancer risks – health risks such as eye watering, respiratory or heart ailments, and other non-cancer related diseases.

Receptors – the locations where potential health impacts or risks are predicted (i.e., schools, residences, and recreational sites).

LIMITATIONS AND UNCERTAINTIES

There are a number of important limitations and uncertainties commonly associated with a HRA due to the wide variability of human exposures to TAC, the extended timeframes over which the exposures are evaluated, and the inability to verify the results. Limitations and uncertainties associated with a HRA include: (a.) lack of reliable monitoring data; (b.) extrapolation of toxicity data in animals to humans; (c.) estimation errors in calculating TAC emissions; (d.) concentration prediction errors with dispersion models; and (e.) the variability in lifestyles, fitness and other confounding factors of the human population. This HRA was performed in accordance with USEPA, OEHHA, and SCAQMD guidance and requirements, notwithstanding the following uncertainties:

- There are uncertainties associated with the estimation of emissions from project activities. Where project-specific data, such as emission factors, are not available, default assumptions in emission models were used.
- The limitations of the air dispersion model provide a source of uncertainty in the estimation of exposure concentrations. According to USEPA, errors due to the limitation of the algorithms implemented in the air dispersion model in the highest estimated concentrations of +/- 10 percent to 40 percent are typical.[5]
- The source parameters used to model emission sources add uncertainty. For all emission sources, the source parameters used source-specific, recommended as defaults, or expected to produce more conservative results. Discrepancies might exist in actual emissions characteristics of an emission source and its representation in the dispersion model.
- The exposure duration estimates do not take into account that people do not usually reside at the same location for 30 years and that other exposures (i.e., school children) are also of much shorter durations than was assumed in this HRA. This exposure duration is a highly conservative assumption, since most people do not remain at home all day and on average residents change residences every 11 to 12 years. In addition, this assumption adopts that residents are experiencing outdoor concentrations for the entire exposure period. A school child exposure duration is between ages 2 and 16 years old, which again is conservative because the elementary, middle, and high school are not often located at the same location.
- For the risk and hazards calculations as well as the cumulative health impact, numerous assumptions must be made in order to estimate human exposure to pollutants. These

[5] United States Environmental Protection Agency, *Guideline on Air Quality Models (Revised), 40 Code of Federal Regulations, Part 51, Appendix W*, November 2005, Accessed July 7, 2020 at: https://www3.epa.gov/scram001/guidance/guide/appw_05.pdf.

assumptions include parameters such as breathing rates, exposure time and frequency, exposure duration, and human activity patterns. While a mean value derived from scientifically defensible studies is the best estimate of central tendency, most of the exposure variables used in this HRA are high-end estimates. The combination of several high-end estimates used as exposure parameters may substantially overestimate pollutant intake. The excess lifetime cancer risks calculated in this HRA are therefore likely to be higher than may be required to be protective of public health.

- The OEHHA cancer potency factor for DPM was used to estimate cancer risks associated with exposure to DPM emissions from construction activities. However, the cancer potency factor derived by OEHHA for DPM is highly uncertain in both the estimation of response and dose. In the past, due to inadequate animal test data and epidemiology data on diesel exhaust, the International Agency for Research on Cancer (IARC), a branch of the World Health Organization, had classified DPM as Probably Carcinogenic to Humans (Group 2); the USEPA had also concluded that the existing data did not provide an adequate basis for quantitative risk assessment.[6] However, based on two recent scientific studies,[7] IARC recently re-classified DPM as Carcinogenic to Humans to Group 1,[8] which means that the agency has determined that there is "sufficient evidence of carcinogenicity" of a substance in humans and represents the strongest weight-of-evidence rating in IARC's carcinogen classification scheme. This determination by the IARC may provide additional impetus for the USEPA to identify a quantitative dose-response relationship between exposure to DPM and cancer.

In summary, the estimated health impacts are based primarily on a series of conservative assumptions related to predicted environmental concentrations, exposure, and chemical toxicity. The use of conservative assumptions tends to produce upper-bound estimates of risk. The USEPA notes that the conservative assumptions used in a HRA are intended to assure that the estimated risks do not underestimate the actual risks posed by a site and that the estimated risks do not necessarily represent actual risks experienced by populations at or near a site.[9]

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[6] United States Environmental Protection Agency, *Health Assessment Document for Diesel Engine Exhaust*, May 2002, Accessed July 7, 2020 at: https://cfpub.epa.gov/si/si_public_record_report.cfm?dirEntryId=29060.

[7] Attfield MD, Schleiff PL, Lubin JH, Blair A, Stewart PA, Vermeulen R, Coble JB, Silverman DT, *The Diesel Exhaust in Miners Study: A Nested Case-Control Study of Lung Cancer and Diesel Exhaust*, June 2012, Accessed July 7, 2020 at: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3369553/.

[8] International Agency for Research on Cancer, *Diesel Engine Exhaust Carcinogenic*, June 2012, Accessed July 7, 2020 at: https://www.iarc.fr/en/media-centre/pr/2012/pdfs/pr213_E.pdf.

[9] United States Environmental Protection Agency, *Risk Assessment Guidance for Superfund Human Health Risk Assessment*, December 1989, Accessed July 7, 2020 at: https://www.epa.gov/sites/production/files/2015-09/documents/rags_a.pdf.

HAZARDS IDENTIFICATION

Diesel exhaust is a complex mixture of numerous individual gaseous and particulate compounds emitted from diesel-fueled combustion engines. Diesel particulate matter is formed primarily through the incomplete combustion of diesel fuel. DPM is removed from the atmosphere through physical processes including atmospheric fall-out and washout by rain. Humans can be exposed to airborne DPM by deposition on water, soil, and vegetation; although the main pathway of exposure is inhalation. Cal/EPA has concluded that potential cancer risk from inhalation exposure to whole diesel exhaust outweigh the multi-pathway cancer risk from the speciated components.

In August 1998, the CARB identified DPM as an air toxic. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel- Fueled Engines and Vehicles* and *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* and approved these documents on September 28, 2000.[10,11] The documents represent proposals to reduce DPM emissions, with the goal of reducing emissions and the associated health risk by requiring the use of state-of-the-art catalyzed DPM filters and ultra-low-sulfur diesel fuel.

In 2001, CARB assessed the state-wide health risks from exposure to diesel exhaust and to other toxic air contaminants. It is difficult to distinguish the health risks of diesel emissions from those of other air toxics, since diesel exhaust contains approximately 40 different TAC. The CARB study detected diesel exhaust by using ambient air carbon soot measurements as a surrogate for diesel emissions. The study reported that the state-wide cancer risk from exposure to diesel exhaust was about 540 per million population as compared to a total risk for exposure to all ambient air toxics of 760 per million. This estimate, which accounts for about 70 percent of the total risk from TAC, included both urban and rural areas in the state. The estimate can also be considered an average worst-case for the state, since it assumes constant exposure to outdoor concentrations of diesel exhaust and does not account for expected lower concentrations indoors, where most of time is spent. DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over a lifetime.[12]

Exposure to DPM results in a greater incidence of chronic non-cancer health effects, such as cough, labored breathing, chest tightness, wheezing, and bronchitis. Individuals particularly vulnerable to DPM are children, whose lung tissue is still developing, the elderly and people with illnesses who may have other serious health problems that can be aggravated by exposure

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[10] California Air Resources Board, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000, Accessed July 7, 2020 at: http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf.

[11] California Air Resources Board, *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*, October 2000, Accessed July 7, 2020 at: https://www.arb.ca.gov/diesel/documents/rmgFinal.pdf.

[12] California Air Resources Board, *Summary: Diesel Particulate Matter Health Impacts*, April 12, 2016, Accessed July 7, 2020 at: https://www.arb.ca.gov/research/diesel/diesel-health_summ.htm.

to DPM. In general, children are more vulnerable than adults to air pollutants because they have higher inhalation rates, narrower airways, and less mature immune systems. In addition, children with allergies may have an enhanced allergic response when exposed to diesel exhaust.

EXPOSURE PARAMETERS

Exposure to airborne chemicals occurs through inhalation and subsequent absorption into the body, potentially resulting in adverse health effects depending on toxicological properties of the chemical and other exposure parameters. This HRA was conducted in accordance with technical guidelines developed by federal, state, and regional agencies, including U.S. Environmental Protection Agency (USEPA), California Environmental Protection Agency (CalEPA), California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*[13], the SCAQMD *AB 2588 and Rule 1402 Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act,*[14] and SCAQMD's *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*.[15]

OEHHA's revisions to its *Guidance Manual* were primarily designed to ensure that the greater sensitivity of children to cancer and other health risks is reflected in HRAs. For example, OEHHA now recommends that risks be analyzed separately for multiple age groups, focusing especially on young children and teenagers, rather than the past practice of analyzing risks to the general population, without distinction by age. OEHHA also now recommends that statistical "age sensitivity factors" be incorporated into a HRA, and that children's relatively high breathing rates be accounted for. On the other hand, the *Guidance Manual* revisions also include some changes that would reduce calculated health risks. For example, under the former guidance, OEHHA recommended that residential cancer risks be assessed by assuming 70 years of exposure at a residential receptor; under the *Guidance Manual*, this assumption is lessened to 30 years. This is based on studies showing that 30 years is a reasonable estimate of the 90th to 95th percentile of residency duration in the population. Therefore, the health risk assessment provides that a receptor's exposure to a project's emissions for up to 30 years and that the cancer rick is then determined based on a 70 year lifetime for that receptor.

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[13] Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, March 6, 2015, Accessed July 7, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

[14] South Coast Air Quality Management District, *AB 2588 and Rule 1402 Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act*, September 2018, Accessed July 7, 2020 at: *http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab-2588-supplemental-guidelines-201809.pdf?sfvrsn=6*.

[15] South Coast Air Quality Management District, *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*, September 1, 2017, Accessed July 7, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

Scientific data have shown that young animals are more sensitive than adult animals to exposure to many carcinogens. Therefore, OEHHA developed age sensitivity factors (ASF) to take into account the increased sensitivity to carcinogens during early-in-life exposures. OEHHA recommends that cancer risks be weighted by a factor of 10 for exposures that occur from the third trimester of pregnancy to 2 years of age, by a factor of 3 for exposures from 2 years through 16 years of age, and by a factor of 1 for exposures from 16 years through 30 years of age.

OEHHA and SCAQMD has developed exposure factors (e.g., daily breathing rates) for four age groups including the third trimester to birth, birth to 2 years, 2 to 16 years, and 16 to 30 years. These age bins allow for more refined exposure information to be used when estimating exposure and the potential for developing cancer over a lifetime. This means that exposure variates are needed for the third trimester, ages zero to less than two, ages two to than 16, and ages 16 to 30. Residential receptors utilize the 95th percentile breathing rate values. For residential exposures, the high end daily breathing rates (e.g., 95th percentile) for children from the third trimester through age 2, and 80th percentile daily breathing rates for all other ages is recommended. The age-specific breathing rates for the four age groups are 361 liters per kilogram-day for third trimester, 1,060 liters per kilogram-day for ages less than 2 years, 572 liters per kilogram-day for ages 2 to 16 years, and 261 liters per kilogram-day for ages 16 to 30 years. A school child (age 2 to 9 years) breathing rate is 631 liters per kilogram-day and an off-site and onsite worker breathing rate is 230 liters per kilogram-day.[16] [17]

Based on OEHHA recommendations, the cancer risk to residential receptors assumes exposure occurs 24 hours per day for 350 days per year while accounting for a percentage of time at home. OEHHA evaluated information from activity pattern databases to estimate the fraction of time at home (FAH) during the day.

This information is used to adjust cancer risk from a project's emissions, assuming that exposure to the project's emissions are not occurring away from home. A FAH factor of 0.5 applies for the offsite workers since the offsite worker is assumed to be present for a typical eight hour work day compared to the 16 hour construction schedule. In general, the FAH factors are age-specific and are 0.85 for ages less than 2 years, 0.72 for ages 2 to 16 years, and 0.73 for ages 16 to 30 years. However, SCAQMD recommends the FAH is assumed to be 1 for ages third trimester to age 16. As a conservative assumption, children are assumed to attend a

[16] Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, March 6, 2015, Accessed July 7, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

[17] South Coast Air Quality Management District, *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*, September 1, 2017, Accessed July 7, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area affected by the project's emissions.[18] [19]

Based on OEHHA recommendations, for children at school sites, exposure is assumed to occur 10 hours per day for 180 days (or 36 weeks) per year. Cancer risk estimates for children at school sites are calculated based on nine year exposure duration. School sites also include teachers and other adult staff which are treated as off-site workers. For occupational receptors, SCAQMD guidance suggests that the exposure be based on 8 hours per day, 5 days per week, 250 working days per year, and a 25-year working lifetime. This is a conservative assumption, since most people do not remain at the same job for 25 years. For worker exposures, it is assumed that the working age begins at 16 years, and that exposures to project emissions occur during the work shift which is typically up to eight hours per day during work days. Given the exposure durations of less than 24 hours, sensitive recreational receptors were evaluated for acute impacts only.[20] [21] **Table B-1** presents a summary of the health risk assessment exposure factors.

Table B-1: Health Risk Assessment Exposure Factors

Receptor	Age	Age Specific Factor	Breathing Rate (L/kg-day)	Fraction of Time	Daily Exposure	Annual Exposure
Worker	16 to 41	1	230	1	8 hours	250 days
Residential	Third Trimester	10	361	1	24 hours	350 days
	0 to 2	10	1,090	1	24 hours	350 days
	2 to 16	3	572	1	24 hours	350 days
	16 to 30	1	261	0.73	24 hours	350 days
School Child	2 to 16	3	581	1	10 hours	180 days

Source: Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, March 6, 2015, http://oehha.ca.gov/air/hot_spots/hotspots2015.html and South Coast Air Quality Management District, *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*, September 1, 2017, http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

[18] Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, March 6, 2015, Accessed July 7, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

[19] South Coast Air Quality Management District, *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*, September 1, 2017, Accessed July 7, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

[20] Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, March 6, 2015, Accessed July 7, 2020 at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

[21] South Coast Air Quality Management District, *Risk Assessment Procedures for Rule 1401, 1401.1 and 212*, September 1, 2017, Accessed July 7, 2020 at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

RISK CHARACTERIZATION

Cancer risk is defined as the lifetime probability of developing cancer from exposure to carcinogenic substances. Cancer risks are expressed as the chance in one million of getting cancer (i.e., number of cancer cases among one million people exposed). The cancer risks are assumed to occur exclusively through the inhalation pathway. The cancer risk can be estimated by using the cancer potency factor (milligrams per kilogram of body weight per day [mg/kg-day]), the 70-year annual average concentration (microgram per cubic meter [$\mu g/m^3$]), and the lifetime exposure adjustment based on a 30-year exposure duration.

Following guidelines established by OEHHA, the incremental cancer risks attributable to the proposed project were calculated by applying exposure parameters to modeled DPM concentrations in order to determine the inhalation dose (mg/kg-day) or the amount of pollutants inhaled per body weight mass per day. The cancer risks occur exclusively through the inhalation pathway; therefore, the cancer risks can be estimated from the following equation:

$$\text{Dose-inh} = \frac{C_{air} * \{DBR\} * A * ASF * FAH * EF * ED * 10^{-6}}{AT}$$

where:

Dose-inh	= Dose of the toxic substance through inhalation in mg/kg-day
10^{-6}	= Micrograms to milligrams conversion, Liters to cubic meters conversion
C_{air}	= Concentration in air in microgram (μg)/cubic meter (m^3)
DBR	= Daily breathing rate in liter (L)/kg body weight – day
A	= Inhalation absorption factor, 1.0
ASF	= Age Sensitivity Factor
EF	= Exposure frequency (days/year)
ED	= Exposure duration (years)
FAH	= Fraction of Time at Home
AT	= Averaging time period over which exposure is averaged in days (25,550 days for a 70 year lifetime based on a 30-year exposure duration)

To determine incremental cancer risk, the estimated inhalation dose attributed to the proposed project was multiplied by the cancer potency slope factor (cancer risk per mg/kg-day). The cancer potency slope factor is the upper bound on the increased cancer risk from a lifetime exposure to a pollutant. These slope factors are based on epidemiological studies and are

different values for different pollutants. This allows the estimated inhalation dose to be equated to a cancer risk.

Non-cancer adverse health impacts, acute (short-term) and chronic (long-term), are measured against a hazard index (HI), which is defined as the ratio of the predicted incremental exposure concentration from the proposed project to a published reference exposure level (REL) that could cause adverse health effects as established by OEHHA. The ratio (referred to as the Hazard Quotient [HQ]) of each non-carcinogenic substance that affects a certain organ system is added to produce an overall HI for that organ system. The overall HI is calculated for each organ system. If the overall HI for the highest-impacted organ system is greater than one, then the impact is considered to be significant.

The HI is an expression used for the potential for non-cancer health effects. The relationship for the non-cancer health effects is given by the annual concentration (in $\mu g/m^3$) and the REL (in $\mu g/m^3$). The acute hazard index was determined using the "simple" concurrent maximum approach, which tends to be conservative (i.e., overpredicts).

The relationship for the non-cancer health effects is given by the following equation:

$$HI = C/REL$$

Where:

HI = Hazard index; an expression of the potential for non-cancer health effects.

C = Annual average concentration ($\mu g/m^3$) during the 70 year exposure period.

REL = Concentration at which no adverse health effects are anticipated.

The concentration level at or below which no adverse non-cancer health effects are anticipated for a specified exposure duration is termed the REL. REL are based on the most sensitive, relevant, adverse health effect reported in the medical and toxicological literature. REL are designed to protect the most sensitive individuals in the population by the inclusion of margins of safety. Since margins of safety are incorporated to address data gaps and uncertainties, exceeding the REL does not automatically indicate an adverse health impact.[22] The chronic REL for DPM was established by the California OEHHA as 5 $\mu g/m^3$.[23]

[22] Office of Environmental Health Hazards Assessment - Consolidated Health Values Table, August 20, 2018, Accessed July 7, 2020 at: https://www.arb.ca.gov/toxics/healthval/contable.pdf.

[23] Office of Environmental Health Hazards Assessment - Acute, 8-hour, and Chronic Reference Exposure Levels, June 2014, Accessed July 7, 2020 at: http://www.oehha.ca.gov/air/allrels.html.

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
250	days per year
25,550	days per lifetime
230	80th Percentile Daily Breathing Rates (L/kg-day) 16<41 Years
0.67	fraction of time at work 16<41 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Offsite Workers
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at work	Cancer Risk
1	2021	-	230	1.00	0.73	-
2	2022	0.14	230	1.00	0.73	0.25
3	2023	0.17	230	1.00	0.73	0.30
4	2024	0.05	230	1.00	0.73	0.10
5	2025	0.06	230	1.00	0.73	0.10
6	2026	0.01	230	1.00	0.73	0.01

0.03	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.76	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
250	days per year
25,550	days per lifetime
230	80th Percentile Daily Breathing Rates (L/kg-day) 16<41 Years
0.67	fraction of time at work 16<41 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Offsite Workers
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at work	Cancer Risk
1	2021	-	230	1.00	0.73	-
2	2022	0.02	230	1.00	0.73	0.03
3	2023	0.02	230	1.00	0.73	0.04
4	2024	0.03	230	1.00	0.73	0.06
5	2025	0.04	230	1.00	0.73	0.07
6	2026	0.00	230	1.00	0.73	0.01

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.20	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
250	days per year
25,550	days per lifetime
230	80th Percentile Daily Breathing Rates (L/kg-day) 16<41 Years
0.67	fraction of time at work 16<41 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Offsite Workers
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at work	Cancer Risk
1	2021	-	230	1.00	0.73	-
2	2022	0.05	230	1.00	0.73	0.09
3	2023	0.06	230	1.00	0.73	0.11
4	2024	0.11	230	1.00	0.73	0.20
5	2025	0.12	230	1.00	0.73	0.21
6	2026	0.02	230	1.00	0.73	0.03

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.64	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
250	days per year
25,550	days per lifetime
230	80th Percentile Daily Breathing Rates (L/kg-day) 16<41 Years
0.67	fraction of time at work 16<41 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Offsite Workers
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at work	Cancer Risk
1	2021	-	230	1.00	0.73	-
2	2022	0.01	230	1.00	0.73	0.02
3	2023	0.02	230	1.00	0.73	0.03
4	2024	0.03	230	1.00	0.73	0.05
5	2025	0.03	230	1.00	0.73	0.06
6	2026	0.00	230	1.00	0.73	0.01

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.18	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2021
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2021	-	1,090	10.0	1.00	-
2	2022	0.06	1,090	10.0	1.00	9.87
3	2023	0.08	572	4.75	1.00	3.15
4	2024	0.07	572	3.00	1.00	1.85
5	2025	0.07	572	3.00	1.00	1.85
6	2026	0.01	572	3.00	1.00	0.27
7	2027		572	3.00	1.00	
8	2028		572	3.00	1.00	
9	2029		572	3.00	1.00	
10	2030		572	3.00	1.00	
11	2031		572	3.00	1.00	
12	2032		572	3.00	1.00	
13	2033		572	3.00	1.00	
14	2034		572	3.00	1.00	
15	2035		572	3.00	1.00	
16	2036		572	3.00	1.00	
17	2037		261	1.70	0.73	
18	2038		261	1.00	0.73	
19	2039		261	1.00	0.73	
20	2040		261	1.00	0.73	
21	2041		261	1.00	0.73	
22	2042		261	1.00	0.73	
23	2043		261	1.00	0.73	
24	2044		261	1.00	0.73	
25	2045		261	1.00	0.73	
26	2046		261	1.00	0.73	
27	2047		261	1.00	0.73	
28	2048		261	1.00	0.73	
29	2049		261	1.00	0.73	
30	2050		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
17.0	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.42	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2022
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2022	0.06	1,090	10.0	1.00	9.87
2	2023	0.08	1,090	10.0	1.00	12.6
3	2024	0.07	572	4.75	1.00	2.93
4	2025	0.07	572	3.00	1.00	1.85
5	2026	0.01	572	3.00	1.00	0.27
6	2027		572	3.00	1.00	
7	2028		572	3.00	1.00	
8	2029		572	3.00	1.00	
9	2030		572	3.00	1.00	
10	2031		572	3.00	1.00	
11	2032		572	3.00	1.00	
12	2033		572	3.00	1.00	
13	2034		572	3.00	1.00	
14	2035		572	3.00	1.00	
15	2036		572	3.00	1.00	
16	2037		572	3.00	1.00	
17	2038		261	1.70	0.73	
18	2039		261	1.00	0.73	
19	2040		261	1.00	0.73	
20	2041		261	1.00	0.73	
21	2042		261	1.00	0.73	
22	2043		261	1.00	0.73	
23	2044		261	1.00	0.73	
24	2045		261	1.00	0.73	
25	2046		261	1.00	0.73	
26	2047		261	1.00	0.73	
27	2048		261	1.00	0.73	
28	2049		261	1.00	0.73	
29	2050		261	1.00	0.73	
30	2051		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
27.6	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.42	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2023
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2023	0.08	1,090	10.0	1.00	12.6
2	2024	0.07	1,090	10.0	1.00	11.8
3	2025	0.07	572	4.75	1.00	2.94
4	2026	0.01	572	3.00	1.00	0.27
5	2027		572	3.00	1.00	
6	2028		572	3.00	1.00	
7	2029		572	3.00	1.00	
8	2030		572	3.00	1.00	
9	2031		572	3.00	1.00	
10	2032		572	3.00	1.00	
11	2033		572	3.00	1.00	
12	2034		572	3.00	1.00	
13	2035		572	3.00	1.00	
14	2036		572	3.00	1.00	
15	2037		572	3.00	1.00	
16	2038		572	3.00	1.00	
17	2039		261	1.70	0.73	
18	2040		261	1.00	0.73	
19	2041		261	1.00	0.73	
20	2042		261	1.00	0.73	
21	2043		261	1.00	0.73	
22	2044		261	1.00	0.73	
23	2045		261	1.00	0.73	
24	2046		261	1.00	0.73	
25	2047		261	1.00	0.73	
26	2048		261	1.00	0.73	
27	2049		261	1.00	0.73	
28	2050		261	1.00	0.73	
29	2051		261	1.00	0.73	
30	2052		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
27.6	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.13	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2024
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2024	0.07	1,090	10.0	1.00	11.8
2	2025	0.07	1,090	10.0	1.00	11.8
3	2026	0.01	572	4.75	1.00	0.43
4	2027		572	3.00	1.00	
5	2028		572	3.00	1.00	
6	2029		572	3.00	1.00	
7	2030		572	3.00	1.00	
8	2031		572	3.00	1.00	
9	2032		572	3.00	1.00	
10	2033		572	3.00	1.00	
11	2034		572	3.00	1.00	
12	2035		572	3.00	1.00	
13	2036		572	3.00	1.00	
14	2037		572	3.00	1.00	
15	2038		572	3.00	1.00	
16	2039		572	3.00	1.00	
17	2040		261	1.70	0.73	
18	2041		261	1.00	0.73	
19	2042		261	1.00	0.73	
20	2043		261	1.00	0.73	
21	2044		261	1.00	0.73	
22	2045		261	1.00	0.73	
23	2046		261	1.00	0.73	
24	2047		261	1.00	0.73	
25	2048		261	1.00	0.73	
26	2049		261	1.00	0.73	
27	2050		261	1.00	0.73	
28	2051		261	1.00	0.73	
29	2052		261	1.00	0.73	
30	2053		261	1.00	0.73	

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
24.0	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
0.75	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2025
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2025	0.07	1,090	10.0	1.00	11.8
2	2026	0.01	1,090	10.0	1.00	1.71
3	2027		572	4.75	1.00	
4	2028		572	3.00	1.00	
5	2029		572	3.00	1.00	
6	2030		572	3.00	1.00	
7	2031		572	3.00	1.00	
8	2032		572	3.00	1.00	
9	2033		572	3.00	1.00	
10	2034		572	3.00	1.00	
11	2035		572	3.00	1.00	
12	2036		572	3.00	1.00	
13	2037		572	3.00	1.00	
14	2038		572	3.00	1.00	
15	2039		572	3.00	1.00	
16	2040		572	3.00	1.00	
17	2041		261	1.70	0.73	
18	2042		261	1.00	0.73	
19	2043		261	1.00	0.73	
20	2044		261	1.00	0.73	
21	2045		261	1.00	0.73	
22	2046		261	1.00	0.73	
23	2047		261	1.00	0.73	
24	2048		261	1.00	0.73	
25	2049		261	1.00	0.73	
26	2050		261	1.00	0.73	
27	2051		261	1.00	0.73	
28	2052		261	1.00	0.73	
29	2053		261	1.00	0.73	
30	2054		261	1.00	0.73	

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
13.5	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
0.40	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2026
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2026	0.01	1,090	10.0	1.00	1.71
2	2027		1,090	10.0	1.00	
3	2028		572	4.75	1.00	
4	2029		572	3.00	1.00	
5	2030		572	3.00	1.00	
6	2031		572	3.00	1.00	
7	2032		572	3.00	1.00	
8	2033		572	3.00	1.00	
9	2034		572	3.00	1.00	
10	2035		572	3.00	1.00	
11	2036		572	3.00	1.00	
12	2037		572	3.00	1.00	
13	2038		572	3.00	1.00	
14	2039		572	3.00	1.00	
15	2040		572	3.00	1.00	
16	2041		572	3.00	1.00	
17	2042		261	1.70	0.73	
18	2043		261	1.00	0.73	
19	2044		261	1.00	0.73	
20	2045		261	1.00	0.73	
21	2046		261	1.00	0.73	
22	2047		261	1.00	0.73	
23	2048		261	1.00	0.73	
24	2049		261	1.00	0.73	
25	2050		261	1.00	0.73	
26	2051		261	1.00	0.73	
27	2052		261	1.00	0.73	
28	2053		261	1.00	0.73	
29	2054		261	1.00	0.73	
30	2055		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
1.71	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.05	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2021
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2021	-	1,090	10.0	1.00	-
2	2022	0.02	1,090	10.0	1.00	2.57
3	2023	0.02	572	4.75	1.00	0.89
4	2024	0.02	572	3.00	1.00	0.50
5	2025	0.02	572	3.00	1.00	0.54
6	2026	0.00	572	3.00	1.00	0.06
7	2027		572	3.00	1.00	
8	2028		572	3.00	1.00	
9	2029		572	3.00	1.00	
10	2030		572	3.00	1.00	
11	2031		572	3.00	1.00	
12	2032		572	3.00	1.00	
13	2033		572	3.00	1.00	
14	2034		572	3.00	1.00	
15	2035		572	3.00	1.00	
16	2036		572	3.00	1.00	
17	2037		261	1.70	0.73	
18	2038		261	1.00	0.73	
19	2039		261	1.00	0.73	
20	2040		261	1.00	0.73	
21	2041		261	1.00	0.73	
22	2042		261	1.00	0.73	
23	2043		261	1.00	0.73	
24	2044		261	1.00	0.73	
25	2045		261	1.00	0.73	
26	2046		261	1.00	0.73	
27	2047		261	1.00	0.73	
28	2048		261	1.00	0.73	
29	2049		261	1.00	0.73	
30	2050		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
4.54	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.39	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2022
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2022	0.02	1,090	10.0	1.00	2.57
2	2023	0.02	1,090	10.0	1.00	3.55
3	2024	0.02	572	4.75	1.00	0.79
4	2025	0.02	572	3.00	1.00	0.54
5	2026	0.00	572	3.00	1.00	0.06
6	2027		572	3.00	1.00	
7	2028		572	3.00	1.00	
8	2029		572	3.00	1.00	
9	2030		572	3.00	1.00	
10	2031		572	3.00	1.00	
11	2032		572	3.00	1.00	
12	2033		572	3.00	1.00	
13	2034		572	3.00	1.00	
14	2035		572	3.00	1.00	
15	2036		572	3.00	1.00	
16	2037		572	3.00	1.00	
17	2038		261	1.70	0.73	
18	2039		261	1.00	0.73	
19	2040		261	1.00	0.73	
20	2041		261	1.00	0.73	
21	2042		261	1.00	0.73	
22	2043		261	1.00	0.73	
23	2044		261	1.00	0.73	
24	2045		261	1.00	0.73	
25	2046		261	1.00	0.73	
26	2047		261	1.00	0.73	
27	2048		261	1.00	0.73	
28	2049		261	1.00	0.73	
29	2050		261	1.00	0.73	
30	2051		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
7.50	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.39	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2023
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2023	0.02	1,090	10.0	1.00	3.55
2	2024	0.02	1,090	10.0	1.00	3.16
3	2025	0.02	572	4.75	1.00	0.86
4	2026	0.00	572	3.00	1.00	0.06
5	2027		572	3.00	1.00	
6	2028		572	3.00	1.00	
7	2029		572	3.00	1.00	
8	2030		572	3.00	1.00	
9	2031		572	3.00	1.00	
10	2032		572	3.00	1.00	
11	2033		572	3.00	1.00	
12	2034		572	3.00	1.00	
13	2035		572	3.00	1.00	
14	2036		572	3.00	1.00	
15	2037		572	3.00	1.00	
16	2038		572	3.00	1.00	
17	2039		261	1.70	0.73	
18	2040		261	1.00	0.73	
19	2041		261	1.00	0.73	
20	2042		261	1.00	0.73	
21	2043		261	1.00	0.73	
22	2044		261	1.00	0.73	
23	2045		261	1.00	0.73	
24	2046		261	1.00	0.73	
25	2047		261	1.00	0.73	
26	2048		261	1.00	0.73	
27	2049		261	1.00	0.73	
28	2050		261	1.00	0.73	
29	2051		261	1.00	0.73	
30	2052		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
7.63	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.31	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2024
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2024	0.02	1,090	10.0	1.00	3.16
2	2025	0.02	1,090	10.0	1.00	3.43
3	2026	0.00	572	4.75	1.00	0.09
4	2027		572	3.00	1.00	
5	2028		572	3.00	1.00	
6	2029		572	3.00	1.00	
7	2030		572	3.00	1.00	
8	2031		572	3.00	1.00	
9	2032		572	3.00	1.00	
10	2033		572	3.00	1.00	
11	2034		572	3.00	1.00	
12	2035		572	3.00	1.00	
13	2036		572	3.00	1.00	
14	2037		572	3.00	1.00	
15	2038		572	3.00	1.00	
16	2039		572	3.00	1.00	
17	2040		261	1.70	0.73	
18	2041		261	1.00	0.73	
19	2042		261	1.00	0.73	
20	2043		261	1.00	0.73	
21	2044		261	1.00	0.73	
22	2045		261	1.00	0.73	
23	2046		261	1.00	0.73	
24	2047		261	1.00	0.73	
25	2048		261	1.00	0.73	
26	2049		261	1.00	0.73	
27	2050		261	1.00	0.73	
28	2051		261	1.00	0.73	
29	2052		261	1.00	0.73	
30	2053		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
6.68	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.21	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2025
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2025	0.02	1,090	10.0	1.00	3.43
2	2026	0.00	1,090	10.0	1.00	0.36
3	2027		572	4.75	1.00	
4	2028		572	3.00	1.00	
5	2029		572	3.00	1.00	
6	2030		572	3.00	1.00	
7	2031		572	3.00	1.00	
8	2032		572	3.00	1.00	
9	2033		572	3.00	1.00	
10	2034		572	3.00	1.00	
11	2035		572	3.00	1.00	
12	2036		572	3.00	1.00	
13	2037		572	3.00	1.00	
14	2038		572	3.00	1.00	
15	2039		572	3.00	1.00	
16	2040		572	3.00	1.00	
17	2041		261	1.70	0.73	
18	2042		261	1.00	0.73	
19	2043		261	1.00	0.73	
20	2044		261	1.00	0.73	
21	2045		261	1.00	0.73	
22	2046		261	1.00	0.73	
23	2047		261	1.00	0.73	
24	2048		261	1.00	0.73	
25	2049		261	1.00	0.73	
26	2050		261	1.00	0.73	
27	2051		261	1.00	0.73	
28	2052		261	1.00	0.73	
29	2053		261	1.00	0.73	
30	2054		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
3.79	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.11	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2026
Scenario:	Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2026	0.00	1,090	10.0	1.00	0.36
2	2027		1,090	10.0	1.00	
3	2028		572	4.75	1.00	
4	2029		572	3.00	1.00	
5	2030		572	3.00	1.00	
6	2031		572	3.00	1.00	
7	2032		572	3.00	1.00	
8	2033		572	3.00	1.00	
9	2034		572	3.00	1.00	
10	2035		572	3.00	1.00	
11	2036		572	3.00	1.00	
12	2037		572	3.00	1.00	
13	2038		572	3.00	1.00	
14	2039		572	3.00	1.00	
15	2040		572	3.00	1.00	
16	2041		572	3.00	1.00	
17	2042		261	1.70	0.73	
18	2043		261	1.00	0.73	
19	2044		261	1.00	0.73	
20	2045		261	1.00	0.73	
21	2046		261	1.00	0.73	
22	2047		261	1.00	0.73	
23	2048		261	1.00	0.73	
24	2049		261	1.00	0.73	
25	2050		261	1.00	0.73	
26	2051		261	1.00	0.73	
27	2052		261	1.00	0.73	
28	2053		261	1.00	0.73	
29	2054		261	1.00	0.73	
30	2055		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.36	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.01	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2021
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2021	-	1,090	10.0	1.00	-
2	2022	0.02	1,090	10.0	1.00	3.48
3	2023	0.03	572	4.75	1.00	1.13
4	2024	0.10	572	3.00	1.00	2.58
5	2025	0.10	572	3.00	1.00	2.65
6	2026	0.02	572	3.00	1.00	0.39
7	2027		572	3.00	1.00	
8	2028		572	3.00	1.00	
9	2029		572	3.00	1.00	
10	2030		572	3.00	1.00	
11	2031		572	3.00	1.00	
12	2032		572	3.00	1.00	
13	2033		572	3.00	1.00	
14	2034		572	3.00	1.00	
15	2035		572	3.00	1.00	
16	2036		572	3.00	1.00	
17	2037		261	1.70	0.73	
18	2038		261	1.00	0.73	
19	2039		261	1.00	0.73	
20	2040		261	1.00	0.73	
21	2041		261	1.00	0.73	
22	2042		261	1.00	0.73	
23	2043		261	1.00	0.73	
24	2044		261	1.00	0.73	
25	2045		261	1.00	0.73	
26	2046		261	1.00	0.73	
27	2047		261	1.00	0.73	
28	2048		261	1.00	0.73	
29	2049		261	1.00	0.73	
30	2050		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
10.2	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.30	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2022
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2022	0.02	1,090	10.0	1.00	3.48
2	2023	0.03	1,090	10.0	1.00	4.53
3	2024	0.10	572	4.75	1.00	4.09
4	2025	0.10	572	3.00	1.00	2.65
5	2026	0.02	572	3.00	1.00	0.39
6	2027		572	3.00	1.00	
7	2028		572	3.00	1.00	
8	2029		572	3.00	1.00	
9	2030		572	3.00	1.00	
10	2031		572	3.00	1.00	
11	2032		572	3.00	1.00	
12	2033		572	3.00	1.00	
13	2034		572	3.00	1.00	
14	2035		572	3.00	1.00	
15	2036		572	3.00	1.00	
16	2037		572	3.00	1.00	
17	2038		261	1.70	0.73	
18	2039		261	1.00	0.73	
19	2040		261	1.00	0.73	
20	2041		261	1.00	0.73	
21	2042		261	1.00	0.73	
22	2043		261	1.00	0.73	
23	2044		261	1.00	0.73	
24	2045		261	1.00	0.73	
25	2046		261	1.00	0.73	
26	2047		261	1.00	0.73	
27	2048		261	1.00	0.73	
28	2049		261	1.00	0.73	
29	2050		261	1.00	0.73	
30	2051		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
15.1	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.30	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2023
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2023	0.03	1,090	10.0	1.00	4.53
2	2024	0.10	1,090	10.0	1.00	16.4
3	2025	0.10	572	4.75	1.00	4.19
4	2026	0.02	572	3.00	1.00	0.39
5	2027		572	3.00	1.00	
6	2028		572	3.00	1.00	
7	2029		572	3.00	1.00	
8	2030		572	3.00	1.00	
9	2031		572	3.00	1.00	
10	2032		572	3.00	1.00	
11	2033		572	3.00	1.00	
12	2034		572	3.00	1.00	
13	2035		572	3.00	1.00	
14	2036		572	3.00	1.00	
15	2037		572	3.00	1.00	
16	2038		572	3.00	1.00	
17	2039		261	1.70	0.73	
18	2040		261	1.00	0.73	
19	2041		261	1.00	0.73	
20	2042		261	1.00	0.73	
21	2043		261	1.00	0.73	
22	2044		261	1.00	0.73	
23	2045		261	1.00	0.73	
24	2046		261	1.00	0.73	
25	2047		261	1.00	0.73	
26	2048		261	1.00	0.73	
27	2049		261	1.00	0.73	
28	2050		261	1.00	0.73	
29	2051		261	1.00	0.73	
30	2052		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
25.5	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.20	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2024
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2024	0.10	1,090	10.0	1.00	16.4
2	2025	0.10	1,090	10.0	1.00	16.8
3	2026	0.02	572	4.75	1.00	0.62
4	2027		572	3.00	1.00	
5	2028		572	3.00	1.00	
6	2029		572	3.00	1.00	
7	2030		572	3.00	1.00	
8	2031		572	3.00	1.00	
9	2032		572	3.00	1.00	
10	2033		572	3.00	1.00	
11	2034		572	3.00	1.00	
12	2035		572	3.00	1.00	
13	2036		572	3.00	1.00	
14	2037		572	3.00	1.00	
15	2038		572	3.00	1.00	
16	2039		572	3.00	1.00	
17	2040		261	1.70	0.73	
18	2041		261	1.00	0.73	
19	2042		261	1.00	0.73	
20	2043		261	1.00	0.73	
21	2044		261	1.00	0.73	
22	2045		261	1.00	0.73	
23	2046		261	1.00	0.73	
24	2047		261	1.00	0.73	
25	2048		261	1.00	0.73	
26	2049		261	1.00	0.73	
27	2050		261	1.00	0.73	
28	2051		261	1.00	0.73	
29	2052		261	1.00	0.73	
30	2053		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
33.8	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
1.06	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2025
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2025	0.10	1,090	10.0	1.00	16.8
2	2026	0.02	1,090	10.0	1.00	2.48
3	2027		572	4.75	1.00	
4	2028		572	3.00	1.00	
5	2029		572	3.00	1.00	
6	2030		572	3.00	1.00	
7	2031		572	3.00	1.00	
8	2032		572	3.00	1.00	
9	2033		572	3.00	1.00	
10	2034		572	3.00	1.00	
11	2035		572	3.00	1.00	
12	2036		572	3.00	1.00	
13	2037		572	3.00	1.00	
14	2038		572	3.00	1.00	
15	2039		572	3.00	1.00	
16	2040		572	3.00	1.00	
17	2041		261	1.70	0.73	
18	2042		261	1.00	0.73	
19	2043		261	1.00	0.73	
20	2044		261	1.00	0.73	
21	2045		261	1.00	0.73	
22	2046		261	1.00	0.73	
23	2047		261	1.00	0.73	
24	2048		261	1.00	0.73	
25	2049		261	1.00	0.73	
26	2050		261	1.00	0.73	
27	2051		261	1.00	0.73	
28	2052		261	1.00	0.73	
29	2053		261	1.00	0.73	
30	2054		261	1.00	0.73	

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
19.3	Cancer Risk (Child)
10	Significance Threshold
Yes	Significant?
0.57	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Unmitigated
Receptor:	Existing Residence
Year:	2026
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2026	0.02	1,090	10.0	1.00	2.48
2	2027		1,090	10.0	1.00	
3	2028		572	4.75	1.00	
4	2029		572	3.00	1.00	
5	2030		572	3.00	1.00	
6	2031		572	3.00	1.00	
7	2032		572	3.00	1.00	
8	2033		572	3.00	1.00	
9	2034		572	3.00	1.00	
10	2035		572	3.00	1.00	
11	2036		572	3.00	1.00	
12	2037		572	3.00	1.00	
13	2038		572	3.00	1.00	
14	2039		572	3.00	1.00	
15	2040		572	3.00	1.00	
16	2041		572	3.00	1.00	
17	2042		261	1.70	0.73	
18	2043		261	1.00	0.73	
19	2044		261	1.00	0.73	
20	2045		261	1.00	0.73	
21	2046		261	1.00	0.73	
22	2047		261	1.00	0.73	
23	2048		261	1.00	0.73	
24	2049		261	1.00	0.73	
25	2050		261	1.00	0.73	
26	2051		261	1.00	0.73	
27	2052		261	1.00	0.73	
28	2053		261	1.00	0.73	
29	2054		261	1.00	0.73	
30	2055		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
2.48	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.07	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2021
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2021	-	1,090	10.0	1.00	-
2	2022	0.01	1,090	10.0	1.00	0.94
3	2023	0.01	572	4.75	1.00	0.32
4	2024	0.03	572	3.00	1.00	0.69
5	2025	0.03	572	3.00	1.00	0.77
6	2026	0.00	572	3.00	1.00	0.08
7	2027		572	3.00	1.00	
8	2028		572	3.00	1.00	
9	2029		572	3.00	1.00	
10	2030		572	3.00	1.00	
11	2031		572	3.00	1.00	
12	2032		572	3.00	1.00	
13	2033		572	3.00	1.00	
14	2034		572	3.00	1.00	
15	2035		572	3.00	1.00	
16	2036		572	3.00	1.00	
17	2037		261	1.70	0.73	
18	2038		261	1.00	0.73	
19	2039		261	1.00	0.73	
20	2040		261	1.00	0.73	
21	2041		261	1.00	0.73	
22	2042		261	1.00	0.73	
23	2043		261	1.00	0.73	
24	2044		261	1.00	0.73	
25	2045		261	1.00	0.73	
26	2046		261	1.00	0.73	
27	2047		261	1.00	0.73	
28	2048		261	1.00	0.73	
29	2049		261	1.00	0.73	
30	2050		261	1.00	0.73	

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
2.80	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.36	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2022
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2022	0.01	1,090	10.0	1.00	0.94
2	2023	0.01	1,090	10.0	1.00	1.29
3	2024	0.03	572	4.75	1.00	1.10
4	2025	0.03	572	3.00	1.00	0.77
5	2026	0.00	572	3.00	1.00	0.08
6	2027		572	3.00	1.00	
7	2028		572	3.00	1.00	
8	2029		572	3.00	1.00	
9	2030		572	3.00	1.00	
10	2031		572	3.00	1.00	
11	2032		572	3.00	1.00	
12	2033		572	3.00	1.00	
13	2034		572	3.00	1.00	
14	2035		572	3.00	1.00	
15	2036		572	3.00	1.00	
16	2037		572	3.00	1.00	
17	2038		261	1.70	0.73	
18	2039		261	1.00	0.73	
19	2040		261	1.00	0.73	
20	2041		261	1.00	0.73	
21	2042		261	1.00	0.73	
22	2043		261	1.00	0.73	
23	2044		261	1.00	0.73	
24	2045		261	1.00	0.73	
25	2046		261	1.00	0.73	
26	2047		261	1.00	0.73	
27	2048		261	1.00	0.73	
28	2049		261	1.00	0.73	
29	2050		261	1.00	0.73	
30	2051		261	1.00	0.73	

0.01	Chronic Hazard Impact	
1	Significance Threshold	
No	Significant?	
4.18	Cancer Risk (Child)	
10	Significance Threshold	
No	Significant?	
0.36	Cancer Risk (Adult)	
10	Significance Threshold	
No	Significant?	

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2023
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2023	0.01	1,090	10.0	1.00	1.29
2	2024	0.03	1,090	10.0	1.00	4.41
3	2025	0.03	572	4.75	1.00	1.22
4	2026	0.00	572	3.00	1.00	0.08
5	2027		572	3.00	1.00	
6	2028		572	3.00	1.00	
7	2029		572	3.00	1.00	
8	2030		572	3.00	1.00	
9	2031		572	3.00	1.00	
10	2032		572	3.00	1.00	
11	2033		572	3.00	1.00	
12	2034		572	3.00	1.00	
13	2035		572	3.00	1.00	
14	2036		572	3.00	1.00	
15	2037		572	3.00	1.00	
16	2038		572	3.00	1.00	
17	2039		261	1.70	0.73	
18	2040		261	1.00	0.73	
19	2041		261	1.00	0.73	
20	2042		261	1.00	0.73	
21	2043		261	1.00	0.73	
22	2044		261	1.00	0.73	
23	2045		261	1.00	0.73	
24	2046		261	1.00	0.73	
25	2047		261	1.00	0.73	
26	2048		261	1.00	0.73	
27	2049		261	1.00	0.73	
28	2050		261	1.00	0.73	
29	2051		261	1.00	0.73	
30	2052		261	1.00	0.73	

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
7.01	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.33	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2024
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2024	0.03	1,090	10.0	1.00	4.41
2	2025	0.03	1,090	10.0	1.00	4.90
3	2026	0.00	572	4.75	1.00	0.13
4	2027		572	3.00	1.00	
5	2028		572	3.00	1.00	
6	2029		572	3.00	1.00	
7	2030		572	3.00	1.00	
8	2031		572	3.00	1.00	
9	2032		572	3.00	1.00	
10	2033		572	3.00	1.00	
11	2034		572	3.00	1.00	
12	2035		572	3.00	1.00	
13	2036		572	3.00	1.00	
14	2037		572	3.00	1.00	
15	2038		572	3.00	1.00	
16	2039		572	3.00	1.00	
17	2040		261	1.70	0.73	
18	2041		261	1.00	0.73	
19	2042		261	1.00	0.73	
20	2043		261	1.00	0.73	
21	2044		261	1.00	0.73	
22	2045		261	1.00	0.73	
23	2046		261	1.00	0.73	
24	2047		261	1.00	0.73	
25	2048		261	1.00	0.73	
26	2049		261	1.00	0.73	
27	2050		261	1.00	0.73	
28	2051		261	1.00	0.73	
29	2052		261	1.00	0.73	
30	2053		261	1.00	0.73	

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
9.43	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.29	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2025
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2025	0.03	1,090	10.0	1.00	4.90
2	2026	0.00	1,090	10.0	1.00	0.51
3	2027		572	4.75	1.00	
4	2028		572	3.00	1.00	
5	2029		572	3.00	1.00	
6	2030		572	3.00	1.00	
7	2031		572	3.00	1.00	
8	2032		572	3.00	1.00	
9	2033		572	3.00	1.00	
10	2034		572	3.00	1.00	
11	2035		572	3.00	1.00	
12	2036		572	3.00	1.00	
13	2037		572	3.00	1.00	
14	2038		572	3.00	1.00	
15	2039		572	3.00	1.00	
16	2040		572	3.00	1.00	
17	2041		261	1.70	0.73	
18	2042		261	1.00	0.73	
19	2043		261	1.00	0.73	
20	2044		261	1.00	0.73	
21	2045		261	1.00	0.73	
22	2046		261	1.00	0.73	
23	2047		261	1.00	0.73	
24	2048		261	1.00	0.73	
25	2049		261	1.00	0.73	
26	2050		261	1.00	0.73	
27	2051		261	1.00	0.73	
28	2052		261	1.00	0.73	
29	2053		261	1.00	0.73	
30	2054		261	1.00	0.73	

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
5.41	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.16	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM	
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM	
350	days per year	
25,550	days per lifetime	
1,090	95th Percentile Daily Breathing Rates (L/kg-day)	0<2 Years
572	80th Percentile Daily Breathing Rates (L/kg-day)	2<16 Years
261	80th Percentile Daily Breathing Rates (L/kg-day)	16<30 Years
1	fraction of time at home	0<2 Years
1	fraction of time at home	2<16 Years
0.73	fraction of time at home	16<70 Years

Project:	Inglewood Transit
Date:	4-Aug-20
Condition:	Mitigated
Receptor:	Existing Residence
Year:	2026
Scenario:	Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at home	Cancer Risk
1	2026	0.00	1,090	10.0	1.00	0.51
2	2027		1,090	10.0	1.00	
3	2028		572	4.75	1.00	
4	2029		572	3.00	1.00	
5	2030		572	3.00	1.00	
6	2031		572	3.00	1.00	
7	2032		572	3.00	1.00	
8	2033		572	3.00	1.00	
9	2034		572	3.00	1.00	
10	2035		572	3.00	1.00	
11	2036		572	3.00	1.00	
12	2037		572	3.00	1.00	
13	2038		572	3.00	1.00	
14	2039		572	3.00	1.00	
15	2040		572	3.00	1.00	
16	2041		572	3.00	1.00	
17	2042		261	1.70	0.73	
18	2043		261	1.00	0.73	
19	2044		261	1.00	0.73	
20	2045		261	1.00	0.73	
21	2046		261	1.00	0.73	
22	2047		261	1.00	0.73	
23	2048		261	1.00	0.73	
24	2049		261	1.00	0.73	
25	2050		261	1.00	0.73	
26	2051		261	1.00	0.73	
27	2052		261	1.00	0.73	
28	2053		261	1.00	0.73	
29	2054		261	1.00	0.73	
30	2055		261	1.00	0.73	

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.51	Cancer Risk (Child)
10	Significance Threshold
No	Significant?
0.02	Cancer Risk (Adult)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Unmitigated
Receptor: A Bright Beginning Child Development Center
Scenario: Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.01	631	3.00	0.72	0.06
3	2023	0.01	631	3.00	0.72	0.14
4	2024	0.05	631	3.00	0.72	0.54
5	2025	0.05	631	3.00	0.72	0.49
6	2026	0.01	631	3.00	0.72	0.07

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
1.31	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Unmitigated
Receptor: Urban Scholar Academy
Scenario: Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.01	631	3.00	0.72	0.07
3	2023	0.01	631	3.00	0.72	0.15
4	2024	0.07	631	3.00	0.72	0.79
5	2025	0.07	631	3.00	0.72	0.75
6	2026	0.01	631	3.00	0.72	0.11

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
1.87	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Unmitigated
Receptor: A Bright Beginning Infant and Toddler Center
Scenario: Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.02
3	2023	0.08	631	3.00	0.72	0.84
4	2024	0.10	631	3.00	0.72	1.08
5	2025	0.02	631	3.00	0.72	0.20
6	2026	0.01	631	3.00	0.72	0.06

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
2.20	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Mitigated
Receptor: A Bright Beginning Child Development Center
Scenario: Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.02
3	2023	0.00	631	3.00	0.72	0.04
4	2024	0.01	631	3.00	0.72	0.15
5	2025	0.01	631	3.00	0.72	0.14
6	2026	0.00	631	3.00	0.72	0.01

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.36	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Mitigated
Receptor: Urban Scholar Academy
Scenario: Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.02
3	2023	0.00	631	3.00	0.72	0.04
4	2024	0.02	631	3.00	0.72	0.21
5	2025	0.02	631	3.00	0.72	0.22
6	2026	0.00	631	3.00	0.72	0.01

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.50	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Mitigated
Receptor: A Bright Beginning Infant and Toddler Center
Scenario: Morning/Evening

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.01
3	2023	0.02	631	3.00	0.72	0.23
4	2024	0.03	631	3.00	0.72	0.30
5	2025	0.01	631	3.00	0.72	0.06
6	2026	0.00	631	3.00	0.72	0.01

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.60	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Unmitigated
Receptor: A Bright Beginning Child Development Center
Scenario: Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.01	631	3.00	0.72	0.06
3	2023	0.01	631	3.00	0.72	0.15
4	2024	0.06	631	3.00	0.72	0.61
5	2025	0.05	631	3.00	0.72	0.54
6	2026	0.01	631	3.00	0.72	0.08

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
1.44	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Unmitigated
Receptor: Urban Scholar Academy
Scenario: Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.01	631	3.00	0.72	0.06
3	2023	0.01	631	3.00	0.72	0.15
4	2024	0.08	631	3.00	0.72	0.88
5	2025	0.08	631	3.00	0.72	0.83
6	2026	0.01	631	3.00	0.72	0.12

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
2.04	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Unmitigated
Receptor: A Bright Beginning Infant and Toddler Center
Scenario: Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.02
3	2023	0.09	631	3.00	0.72	0.94
4	2024	0.11	631	3.00	0.72	1.20
5	2025	0.02	631	3.00	0.72	0.22
6	2026	0.01	631	3.00	0.72	0.07

0.02	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
2.45	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Mitigated
Receptor: A Bright Beginning Child Development Center
Scenario: Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.02
3	2023	0.00	631	3.00	0.72	0.04
4	2024	0.02	631	3.00	0.72	0.16
5	2025	0.02	631	3.00	0.72	0.16
6	2026	0.00	631	3.00	0.72	0.02

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.40	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Mitigated
Receptor: Urban Scholar Academy
Scenario: Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.02
3	2023	0.00	631	3.00	0.72	0.04
4	2024	0.02	631	3.00	0.72	0.24
5	2025	0.02	631	3.00	0.72	0.24
6	2026	0.00	631	3.00	0.72	0.01

0.00	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.55	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Health Risk Assessment Assumptions

5	Chronic Reference Exposure Level (ug/m3) for DPM
1.1	Cancer Potency Slope Factor (cancer risk per mg/kg-day) for DPM
180	days per year
25,550	days per lifetime
631	80th Percentile Daily Breathing Rates (L/kg-day) 2<9 Years

Project: Inglewood Transit
Date: 4-Aug-20
Condition: Mitigated
Receptor: A Bright Beginning Infant and Toddler Center
Scenario: Morning/Night

Exposure Year	Calender Year	Annual PM2.5 Concentration (ug/m3)	Daily Breathing Rates (L/kg-day)	Exposure Factor	fraction of time at school	Cancer Risk
1	2021	-	631	3.00	0.72	-
2	2022	0.00	631	3.00	0.72	0.01
3	2023	0.02	631	3.00	0.72	0.25
4	2024	0.03	631	3.00	0.72	0.34
5	2025	0.01	631	3.00	0.72	0.06
6	2026	0.00	631	3.00	0.72	0.01

0.01	Chronic Hazard Impact
1	Significance Threshold
No	Significant?
0.67	Cancer Risk (Child)
10	Significance Threshold
No	Significant?

Attachment C

Supplemental Health Impact Information (Friant Ranch Case)

The proposed Project is located in Los Angeles County within the South Coast Air Basin. The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Basin is a subregion of the SCAQMD jurisdiction. While air quality in this area has improved compared to past decades, the Basin requires continued diligence to meet air quality standards. The SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). These plans require control technology for existing sources, control programs for area sources and indirect sources, a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified permitted emission sources, and transportation control measures.

In March of 2017, the SCAQMD adopted the 2016 AQMP which includes strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the ozone NAAQS as well as the latest $PM_{2.5}$ standards.[1] The SCAQMD also adopts rules and regulations to implement portions of the AQMP.

Part of the control process of the SCAQMD's duty to improve the air quality in the Basin is the uniform CEQA review procedures required by SCAQMD's CEQA Handbook. The thresholds of significance used to assess a project's direct and cumulative impacts have contributed to improving air quality within the Basin over the past decades. The District's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for the proposed Inglewood Transit Project.

The recent Sierra Club v. County of Fresno California Supreme Court case held, in part, that the Friant Ranch Specific Plan EIR (Friant Ranch EIR) was deficient in the informational discussion of air quality impacts as they connect to adverse human health effects. The Supreme Court concluded that an EIR's discussion must "make [ ] a reasonable effort to substantively connect a project's air quality impacts to likely health consequences."

[1] South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 1, 2017, Accessed July 7, 2020 at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

For the proposed Project, daily construction emissions of NOx (a precursor to the formation of ozone) would exceed significance thresholds resulting in a significant and unavoidable impact even with mitigation. Thus, the proposed Project would contribute to regional ozone contributions but determining potential health impacts caused directly by the construction activities is not feasible.

According to the San Joaquin Valley Air Pollution Control District (SJVAPCD), it is not possible to determine ozone concentrations or make a direct correlation to human health impacts, because project-focused modeling cannot feasibly predict ozone formation and resulting regional ozone concentrations. South Coast Air Quality Management District (SCAQMD) has indicated that applicable methods do exist but are not applicable or feasible in most cases. The Court did not rule on whether health impacts of the named pollutants were scientifically feasible to predict, but it did state that: "if it is not scientifically possible to do more than has already been done to connect air quality effects with potential human health impacts, the Friant Ranch EIR itself must explain why, in a manner reasonably calculated to inform the public of the scope of what is and is not yet known about the project's impacts."

The current modeling tools are not equipped to provide meaningful analysis of the correlation between a project's criteria pollutant or pollutant precursor emissions and specific health impacts. Air dispersion modeling is available, such as the American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), but these models cannot accurately estimate dispersion of ozone. Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, atmospheric stability, and wind patterns. Because of the dynamic nature of ozone formation and the complexities of predicting ground-level ozone concentrations in relation to ambient standards, air districts instead generally develop mass emissions thresholds for NOx that are used to make significance determinations.

In summary, modeling of the proposed Project's ozone emissions is not feasible and would not provide meaningful information given the number of variables that affect ozone formation (e.g., location of activity and weather on that day that results in conversion of precursor emissions into ozone). However, as shown in **Section 9**, the resultant air concentrations for the proposed Project would be below the significance thresholds and thus, the air quality health impacts due to the construction criteria air pollutant emissions would be expected to be less than significant. Nevertheless, the health impacts due to diesel particulate emissions would be potentially above the significance thresholds and would potentially be significant.

As stated by the California Supreme Court, an EIR should relate the expected adverse air quality impacts to likely health consequences or explain in meaningful detail why it is not feasible to provide such an analysis. In its Friant Ranch decision, the California Supreme Court conceded that an explanation of the connection between an individual project's air

pollutant emissions in excess of thresholds and human health effects may not be possible given the current state of environmental science modeling. However, the California Supreme Court concluded that the Friant Ranch Project EIR itself must explain, in a manner reasonably calculated to inform the public, the scope of what is and is not yet known about the effect of the Project's significant and unavoidable air quality impacts on human health.

As explained within the following, modeling of the Inglewood Transit Project's ozone emissions is not feasible and would not provide meaningful information given the magnitude of the emissions and the number of variables that affect ozone formation (e.g., mass of precursor emissions, background concentrations for all other emission sources in the air basin, location of activity and weather on that day that results in conversion of precursor emissions into ozone).

Consistent with the California Supreme Court's Friant Ranch decision, the analyses presented provides additional details regarding the potential health effects from the proposed Inglewood Transit's significant and unavoidable criteria pollutant construction emissions of NOx. It also explains why it is not scientifically feasible to substantively connect this individual Proposed Project's air quality impacts to likely health consequences. The criteria air pollutant construction emissions of NOx for the project are too small to model and obtain meaningful regional concentrations of criteria air pollutants and ozone.

The following information is intended to fulfil the requirements of the Superior Court decision related to the health impacts from significant and unavoidable air pollutant emissions of NOx, and related ozone. This attachment describes, in a manner intended to inform the public, why additional modeling is not feasible or meaningful given the details of the proposed Project and current state of air quality modeling.

Criteria Air Quality Pollutant Emissions and Health Impacts

In response to the California Supreme Court's Sierra Club v. County of Fresno decision (issued on December 24, 2018, and commonly referred to as the "Friant Ranch" decision), this response addresses the potential for adverse health effects from the emissions of criteria air pollutants associated with the proposed Inglewood Transit, based on scientific information and technological methods available at this time. The Friant Ranch decision addresses the relationship between significant and unavoidable pollutant emissions to specific health consequences, where "*The EIR must provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must explain what the agency does know and why, given existing scientific constraints, it cannot translate potential health impacts further*." (Sierra Club v. County of Fresno, 2018).

Given that the air quality analysis for the proposed Project identifies a significant and unavoidable project level impacts with regard to nitrogen oxides (NOx) emissions, the following serves to address the requirements imposed under the Friant Ranch decision. Per

SCAQMD significance guidance, these impacts at the project level are also considered cumulatively significant and could occur during the construction period. NOx is an ozone precursor and emissions of NOx have the potential to contribute to existing ozone non-attainment conditions within the South Coast Air Basin (Air Basin).

Criteria Air Pollutant Health Impacts

"Criteria" air pollutants refer to those air pollutants for which the USEPA has established NAAQS under the Federal Clean Air Act, including Carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter equal to or greater than 10 micrometers (coarse particulate or PM_{10}), and particulate matter equal to or greater than 2.5 micrometers (fine particulate or $PM_{2.5}$). California has adopted ambient standards (known as CAAQS) that are more stringent than the federal standards for some criteria air pollutants. The following provides a brief summary of the potential health and welfare effects and typical sources of each of the criteria air pollutants and air toxics.

Numerous scientific studies published over the past 50 years point to the harmful effects of air pollution. The AAQS are designed to prevent these effects. The adverse health effects associated with air pollution are diverse and include[2]:

- Premature mortality
- Cardiovascular effects
- Increased health care utilization (hospitalization, physician and emergency room visits)
- Increased respiratory illness and other morbidity (symptoms, infections, and asthma exacerbation
- Decreased lung function (breathing capacity)
- Lung inflammation
- Potential immunological changes
- Increased airway reactivity to a known pharmacological agent exposure - a method used in laboratories to evaluate the tendency of airways to have an increased possibility of developing an asthmatic response
- A decreased tolerance for exercise
- Adverse birth outcomes such as low birth weights

[2] South Coast Air Quality Management District, 2016 Air Quality Management Plan Appendix I, Health Effects, March 2017, Accessed July 9, 2020 at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14

The evidence linking these effects to air pollutants is derived from population-based observational and field studies (epidemiological) as well as controlled laboratory studies involving human subjects and animals. There have been an increasing number of studies focusing on the mechanisms (that is, on learning how specific organs, cell types, and biomarkers are involved in the human body's response to air pollution) and specific pollutants responsible for individual effects. Yet the underlying biological pathways for these effects are not always clearly understood.[3]

Although individuals inhale pollutants as a mixture under ambient conditions, the regulatory framework and the control measures developed are pollutant-specific for six major outdoor pollutants covered under Sections 108 and 109 of the Clean Air Act. This is appropriate, in that different pollutants usually differ in their sources, their times and places of occurrence, the kinds of health effects they may cause, and their overall levels of health risk. Different pollutants, from the same or different sources, oftentimes occur together. Evidence for more than additive effects has not been strong and, as a practical matter, health scientists, as well as regulatory officials, usually must deal with one pollutant at a time in adopting AAQS.[4]

Health effects associated with criteria air pollutants are discussed within the following:

Ozone (O_3)

O_3 is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. O_3 is not emitted directly into the atmosphere but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROG and NO_x. ROG and NO_x are therefore known as precursor compounds for O_3. Substantial ozone production generally requires O_3 precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. O_3 is defined as a regional air pollutant because it is not emitted directly by specific sources but is formed downwind of sources of ROG and NO_x under the influence of wind and sunlight. O_3 concentrations tend to be higher in the late spring, summer, and fall, when long sunny days combine with regional air subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds.

Inhalation of O_3 causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O_3 can reduce the volume of air that the

[3] South Coast Air Quality Management District, 2016 Air Quality Management Plan Appendix I, Health Effects, March 2017, Accessed July 9, 2020 at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14

[4] South Coast Air Quality Management District, 2016 Air Quality Management Plan Appendix I, Health Effects, March 2017, Accessed July 9, 2020 at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14

lungs breathe in and cause shortness of breath. O_3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O_3 exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O_3 exposure.

While there are relatively few studies of ozone's effects on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O_3 and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents and adults who exercise or work outdoors, where O_3 concentrations are the highest, are at the greatest risk of harm from this pollutant.[5]

A number of population groups are potentially at increased risk for O_3 exposure effects. In the ongoing review of O_3, the USEPA has identified populations as having adequate evidence for increased risk from O_3 exposures include individuals with asthma, younger and older age groups, individuals with reduced intake of certain nutrients such as Vitamins C and E, and outdoor workers. There is suggestive evidence for other potential factors, such as variations in genes related to oxidative metabolism or inflammation, gender, socioeconomic status, and obesity. However further evidence is needed.[6] The adverse effects reported with short-term O_3 exposure are greater with increased activity because activity increases the breathing rate and the volume of air reaching the lungs, resulting in an increased amount of O_3 reaching the lungs.[7]

Carbon Monoxide (CO)

CO is a non–reactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood–burning stoves and fireplaces. High CO concentrations develop primarily during winter when periods of light winds combine with the formation of ground–level temperature inversions (typically

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[5] California Air Resources Board, Ozone & Health, 2019, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/ozone-and-health

[6] South Coast Air Quality Management District, 2016 Air Quality Management Plan Appendix I, Health Effects, March 2017, July 9, 2020 at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14

[7] South Coast Air Quality Management District, 2016 Air Quality Management Plan Appendix I, Health Effects, March 2017, Accessed July 9, 2020 at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14

from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen–carrying capacity, resulting in reduced levels of oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California, but in more recent years, CO measurements and modeling are not a priority in most California air districts due to the retirement of older vehicles, fewer emissions from new vehicles, and improvements to fuels.[8]

Nitrogen Oxides (NO_x)

When combustion temperatures are extremely high, as in aircraft, truck and automobile engines, atmospheric nitrogen combines with oxygen to form various oxides of nitrogen. Nitric oxide (NO) and nitrogen dioxide (NO_2) are the most significant air pollutants generally referred to as NO_x. Nitric oxide is a colorless and odorless gas that is relatively harmless to humans, quickly converts to NO_2 and can be measured. Nitrogen dioxide has been found to be a lung irritant capable of producing pulmonary edema. Inhaling NO_2 can lead to respiratory illnesses such as bronchitis and pneumonia. Nitrate particles and NO_2 can also block the transmission of light, reducing visibility in urban areas.

A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the AAQS for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses.

As with other pollutants, infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher compared to lower levels of exposure. In addition, children with asthma have a greater degree of airway responsiveness compared

[8] California Air Resources Board, 2019, Carbon Monoxide & Health, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health

with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.[9]

Particulate Matter (PM_{10} and $PM_{2.5}$)

PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects. Particulate matter in the atmosphere results from many kinds of dust– and fume–producing industrial and agricultural operations, fuel combustion, wood burning stoves and fireplaces, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition, construction activities and mining, are more local in nature, while others, such as vehicular traffic and wood burning stoves and fireplaces, have a more regional effect.

For $PM_{2.5}$, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and world-wide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency room visits.[10]

Long-term (months to years) exposure to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM_{10} are less clear, although several studies suggest a link between long-term PM_{10} exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that PM in outdoor air pollution causes lung cancer.[11]

People with influenza, people with chronic respiratory and cardiovascular diseases, and older adults may suffer worsening illness and premature death as a result of breathing PM. People with bronchitis can expect aggravated symptoms from breathing PM. Children may experience a decline in lung function due to breathing in PM_{10} and $PM_{2.5}$.

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[9] California Air Resources Board, 2019, Nitrogen Dioxide & Health, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health

[10] California Air Resources Board, 2019, Inhalable Particulate Matter Health, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health

[11] California Air Resources Board, 2019, Inhalable Particulate Matter Health, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health

Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates can also damage materials and reduce visibility. Dust comprised of large particles settles out rapidly and is easily filtered by human breathing passages. This dust is of concern more as a soiling nuisance rather than a health hazard. The remaining fractions, PM_{10} and $PM_{2.5}$, are a health concern particularly at levels above the Federal and State ambient air quality standards. $PM_{2.5}$ (including diesel exhaust particles) is thought to have greater effects on health, because these particles are so small and thus are able to penetrate to the deepest parts of the lungs.

Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children. Mortality studies since the 1990s have shown a statistically significant direct association between mortality (premature deaths) and daily concentrations of particulate matter in the air. Despite important gaps in scientific knowledge and continued reasons for some skepticism, a comprehensive evaluation of the research findings provides persuasive evidence that exposure to fine particulate air pollution has adverse effects on cardiopulmonary health. The CARB has estimated that achieving the ambient air quality standards for PM_{10} could reduce premature mortality rates by 6,500 cases per year.[12]

Sulfur Dioxide (SO_2)

A colorless gas, SO_2 is formed when fuels containing sulfur compounds are combusted. SO_2 can cause irritation and inflammation of tissues with which it comes in contact. Inhaling elevated concentrations can irritate mucous membranes, cause bronchial damage, and exacerbate pre-existing respiratory diseases such as asthma, bronchitis, and emphysema. Sulfate particles are the major cause of reduced visibility in many areas of the United States. When combined with other substances in the air, this pollutant can fall to the earth as rain, fog, snow, or dry particles (commonly referred to as "acid rain"). SO_2 can also accelerate the decay of building materials and certain types of paint.

SO_2 is a combustion product of sulfur or sulfur–containing fuels such as coal and diesel. SO_2 is also a precursor to the formation of atmospheric sulfate and particulate matter, and contributes to potential atmospheric sulfuric acid formation that could precipitate downwind as acid rain. The maximum SO_2 concentrations recorded in the project area are well below federal and State standards; as a result, the area is in attainment status with both federal and State SO_2 standards.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO_2 exposure, compared with the

[12] California Air Resources Board, 2019, Inhalable Particulate Matter Health, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health

non-asthmatic population. Effects at levels near the one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO_2 (above 1 ppm) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. The elderly and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects.[13]

Lead

People and animals can be exposed to Pb by breathing or ingesting it in food, water, soil, or dust. Historically, the majority of Pb has come from the combustion of leaded fuels. However, the use of unleaded fuels since 1975 has reduced mobile source Pb emissions by more than 90 percent. Unlike unleaded automobile gasoline, aviation gasoline (commonly known as Avgas, or 100LL, for 100 octane low-lead) still contains Pb as an antiknock agent.

Ambient lead concentrations meet both the federal and State standards in the project area. Lead has a range of adverse neurotoxin health effects, and was released into the atmosphere via leaded gasoline products. The phase–out of leaded gasoline in California has resulted in dramatically decreased levels of atmospheric lead. Ambient lead concentrations meet both the federal and State standards in the project area. Lead has a range of adverse neurotoxin health effects, and was released into the atmosphere via leaded gasoline products. The phase–out of leaded gasoline in California has resulted in dramatically decreased levels of atmospheric lead. Metal processing is currently the primary source of lead emissions in the SCAB. The highest concentrations of lead in air are generally found near lead smelters and general aviation airports; where piston aircraft use leaded fuel. Other stationary sources that generate lead emissions include waste incinerators, utilities, and lead-acid battery manufacturers.

Reactive Organic Gases (ROGs) / Volatile Organic Compounds (VOCs)

The terms ROG and VOC are often used interchangeably, and the terminology will vary from air district to air district. Volatile organic compounds (VOC) means any compound of carbon, excluding carbon monoxide, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. ROGs are any reactive compounds of carbon, excluding methane, CO, CO_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds.

ROGs include a variety of chemicals, some of which may have short- and long-term adverse health effects. ROGs are emitted by a wide array of products numbering in the thousands.

[13] California Air Resources Board, 2019. Sulfur Dioxide & Health, Accessed July 9, 2020 at: https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health

Examples include paints and lacquers, paint strippers, cleaning supplies, building materials and furnishings as well as fuel storage and use.

ROGs can cause eye, nose, and throat irritation; headaches, loss of coordination, nausea, and damage to liver, kidney, and central nervous system. Some organics can cause cancer in animals; some are suspected or known to cause cancer in humans. The ability of organic chemicals to cause health effects varies greatly from those that are highly toxic, to those with no known health effect. As with other pollutants, the extent and nature of the health effect will depend on many factors including level of exposure and length of time exposed. Eye and respiratory tract irritation, headaches, dizziness, visual disorders, and memory impairment are among the immediate symptoms that some people have experienced soon after exposure to some organics.

Existing Air Quality in the Inglewood Vicinity

The SCAQMD maintains a network of monitoring stations within Los Angeles County that monitor air quality and compliance with applicable ambient standards. The nearest air monitoring station which measures CO, NO_2, SO_2, and PM_{10} is located near Los Angeles International Airport (7201 West Westchester Parkway, Southwest Coastal LA County, Station 820), four miles to the west of the Project site. The nearest air monitoring station which measures $PM_{2.5}$ is located in central Los Angeles (1630 North Main Street, Central LA, Station 087), ten miles to the northeast of the Project site. This monitoring data for 2017 through 2019 from the nearby monitoring stations is summarized in **Table C-1**.

Regional Air Quality Trends

While air quality has improved, the Basin requires continued diligence to meet air quality standards. The SCAQMD has adopted a series of AQMP to meet the CAAQS and NAAQS. These plans require control technology for existing sources, control programs for area sources and indirect sources, a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified permitted emission sources and transportation control measures.

SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in Basin air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the Basin. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

Ozone, NOx, VOC, and CO have been decreasing in the Basin since 1975 and are projected to continue to decrease. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled in the Basin continue to

increase, NOx and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NOx emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy.

Table C-1
Air Quality Data Summary (2017 - 2019)

Pollutant	Standard[s]	Monitoring Data by Year 2017	2018	2019
Ozone				
Highest 1 Hour Average (ppm)[b]	0.09	0.086	0.074	0.082
Days over State Standard	—	0	0	0
Highest 8 Hour Average (ppm)[b]	0.070	0.070	0.065	0.067
Days over National Standard	—	0	0	0
Highest 8 Hour Average (ppm)[b]	0.070	0.070	0.060	0.060
Days over State Standard	—	0	0	0
Nitrogen Dioxide				
Highest 1 Hour Average (ppm)[b]	0.180/0.100	0.072	0.060	0.057
Days over State Standard	—	0	0	0
Annual Average (ppm) [b]	0.030/0.053	0.009	0.009	0.010
Carbon Monoxide				
Highest 1 Hour Average (ppm)[b]	20.0	2.1	1.8	1.8
Days over State Standard	—	0	0	0
Highest 8 Hour Average (ppm)[b]	9.0	1.6	1.5	1.3
Days over State Standard	—	0	0	0
Particulate Matter (PM10)				
Highest 24 Hour Average (µg/m3)[b]	50	46	45	**62**
Days over State Standard	—	0	0	2
State Annual Average (µg/m3) [b]	20	19.8	**20.5**	19.2
Particulate Matter (PM2.5)				
Highest 24 Hour Average (µg/m3)[b]	35	27.8	30.5	**43.5**
Days over National Standard	—	0	0	1
State Annual Average (µg/m3)[b]	12	11.9	**12.6**	10.9

*NOTES: Values in **bold** are in excess of at least one applicable standard.*
Generally, State and national standards are not to be exceeded more than once per year.
ppm = parts per million; µg/m³ = micrograms per cubic meter.
PM_{10} is not measured every day of the year. Number of estimated days over the standard is based on 365 days per year.
Source: South Coast Air Quality Management District, Annual Air Quality Summaries, Accessed July 7, 2020 at: http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year

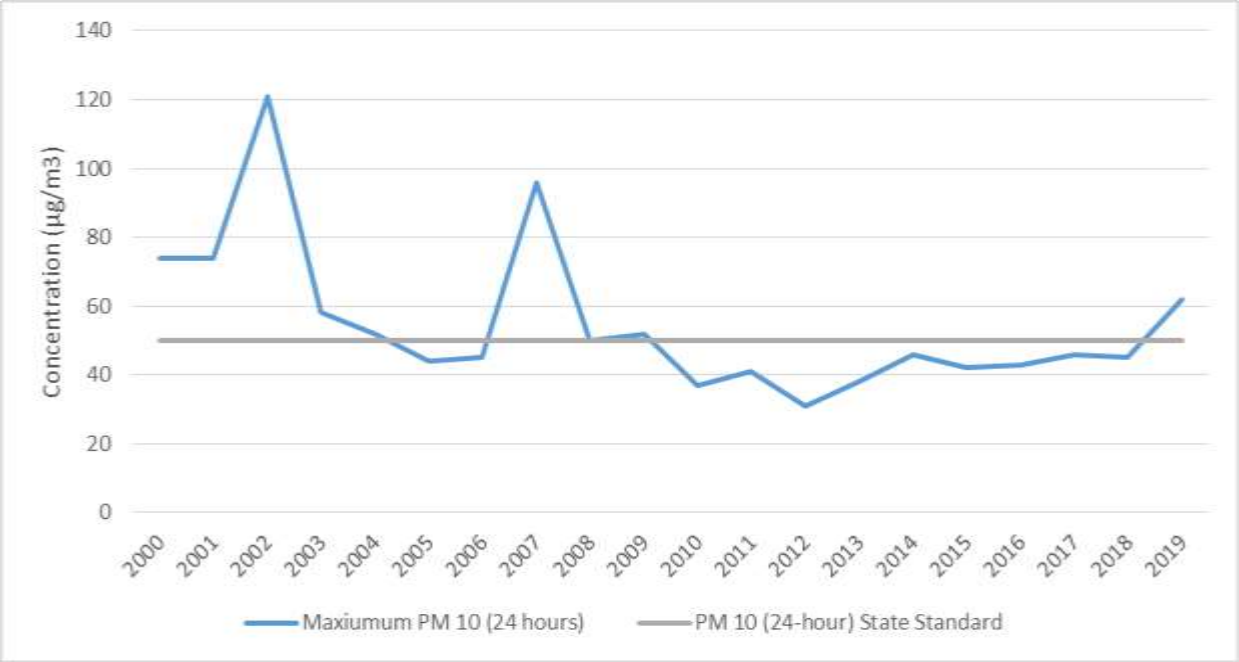
The overall trends of PM_{10} and $PM_{2.5}$ levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM_{10} have remained somewhat constant in the

Basin and direct emissions of $PM_{2.5}$ have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction and demolition, and other sources) contribute the greatest amount of direct particulate matter emissions.

The nearest air monitoring station which measures CO, NO_2, SO_2, and PM_{10} is located near Los Angeles International Airport (7201 West Westchester Parkway, Southwest Coastal LA County, Station 820), four miles to the west of the Project site. The nearest air monitoring station which measures $PM_{2.5}$ is located in central Los Angeles (1630 North Main Street, Central LA, Station 087), ten miles to the northeast of the Project site. **Figures C-1 through C-11** show the trend in ambient concentrations of PM_{10}, $PM_{2.5}$, CO, NO_2, and ozone at closest monitoring station.

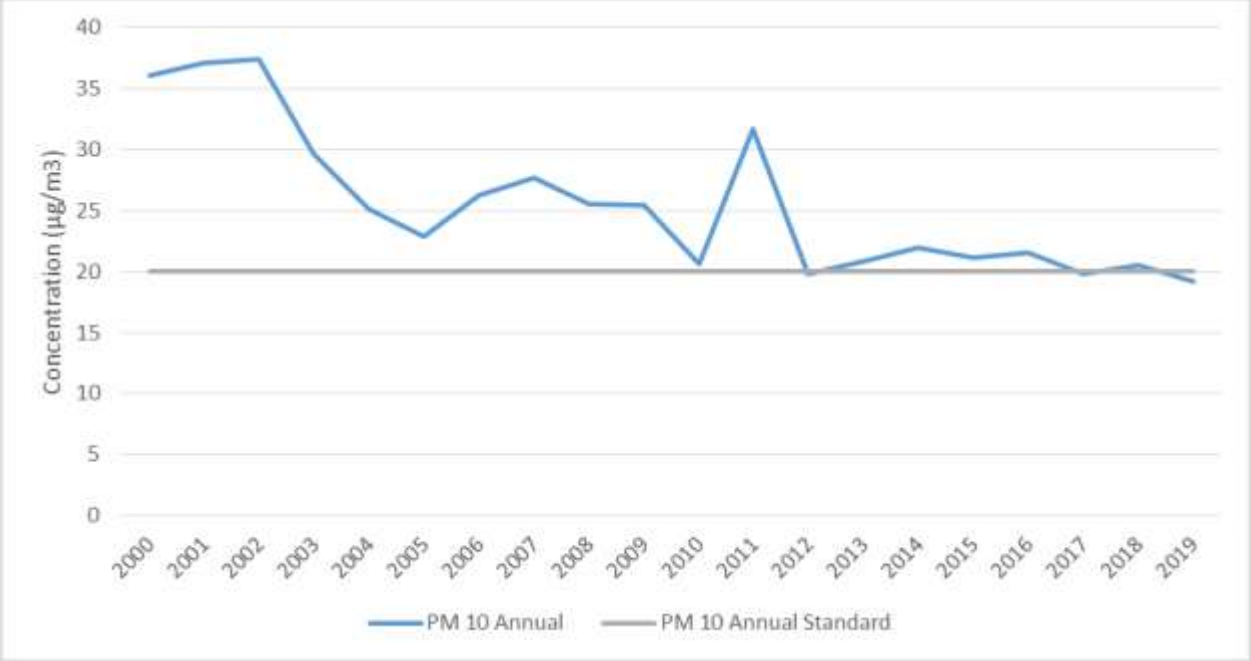
Recent PM_{10} statistics (2000 through 2019) in the Basin show overall improvement as illustrated in **Figures C-1 through C-2**. As shown in **Figure C-1**, the maximum 24-hour average concentration for PM_{10} decreased by approximately 17 percent, from 74 $\mu g/m^3$ in 2000 to 62 $\mu g/m^3$ in 2019, with a peak of 121 $\mu g/m^3$ in 2002. Although the values are above the State standard of 50 $\mu g/m^3$, there were only 10 days in 2018 where the 24-hour maximum measurement exceeded the state standard (approximately 17 percent of the number of days of recorded data [60]). As shown in **Figure C-1, f**rom 2010 through 2019, Maximum 24-Hour PM_{10} concentrations were below the state standard. As shown in **Figure C-2**, the annual average for PM_{10} has decreased by approximately 47 percent, from 36.1 $\mu g/m^3$ in 2000 to 19.2 $\mu g/m^3$ in 2019, with a peak of 37.4 $\mu g/m^3$ in 2002. The annual average for PM_{10} was above the state standard of 20 $\mu g/m^3$ from 2000 through 2011, 2013 through 2016 and in 2018.

Figure C-1: Maximum 24-Hour PM_{10} Concentration ($\mu g/m^3$) Compared to State Standard



Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

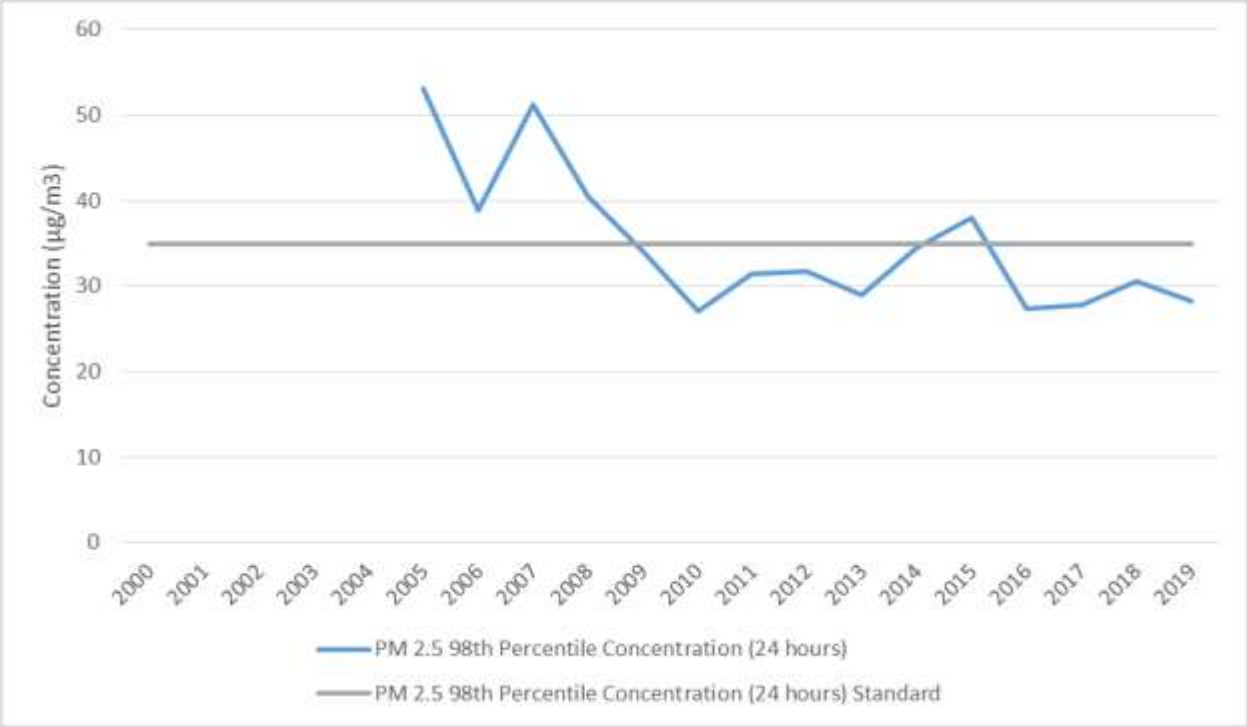
Figure C-2: Annual Average PM_{10} Concentration ($\mu g/m^3$)



Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

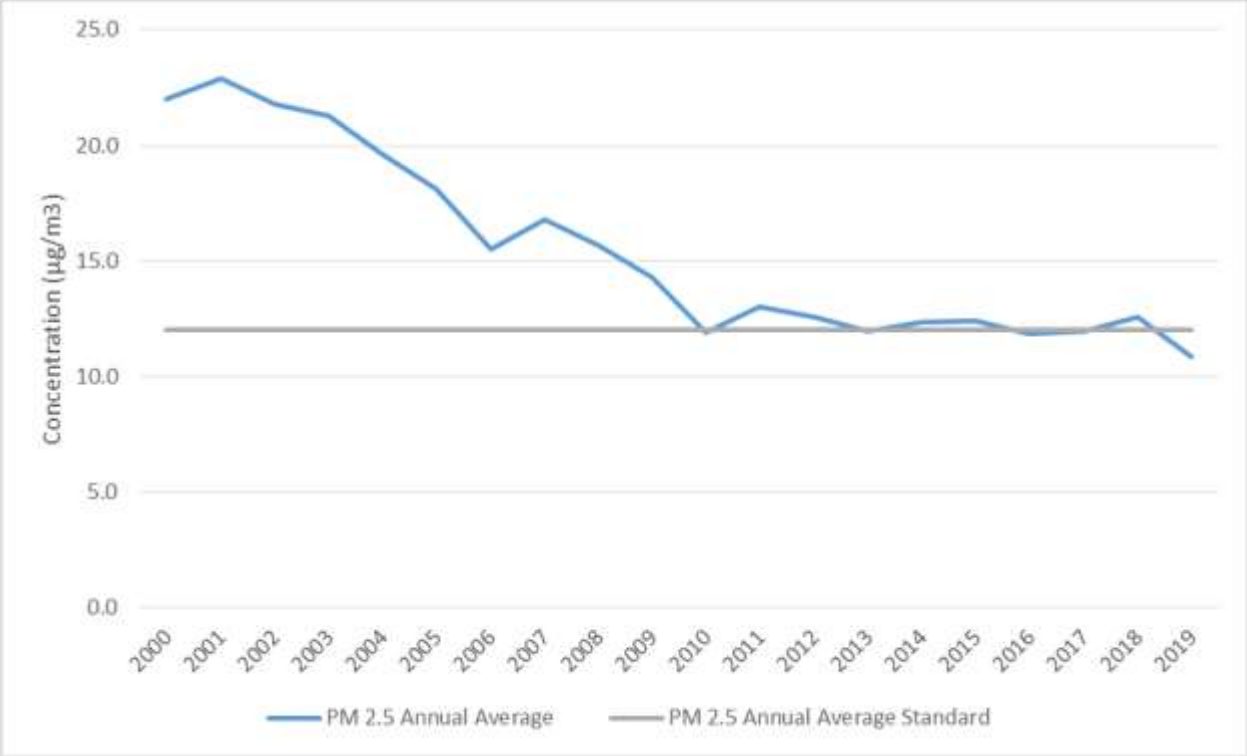
Figures C-3 and C-4 show the most recent 24-hour average $PM_{2.5}$ concentrations in the Basin (2000 through 2019). As shown in **Figure C-3**, the 24-hour (98th percentile) concentration has decreased 47 percent from 53.2 µg/m³ in 2005 to 28.3 µg/m³ in 2019. As shown in **Figure C-4**, the annual average trend has decreased by 50 percent from 22 µg/m³ in 2000 to 10.9 µg/m³ in 2019. The SCAB is currently designated as nonattainment for the State and federal $PM_{2.5}$ standards.

Figure C-3: 24-Hour $PM_{2.5}$ Concentration (µg/m³)



Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

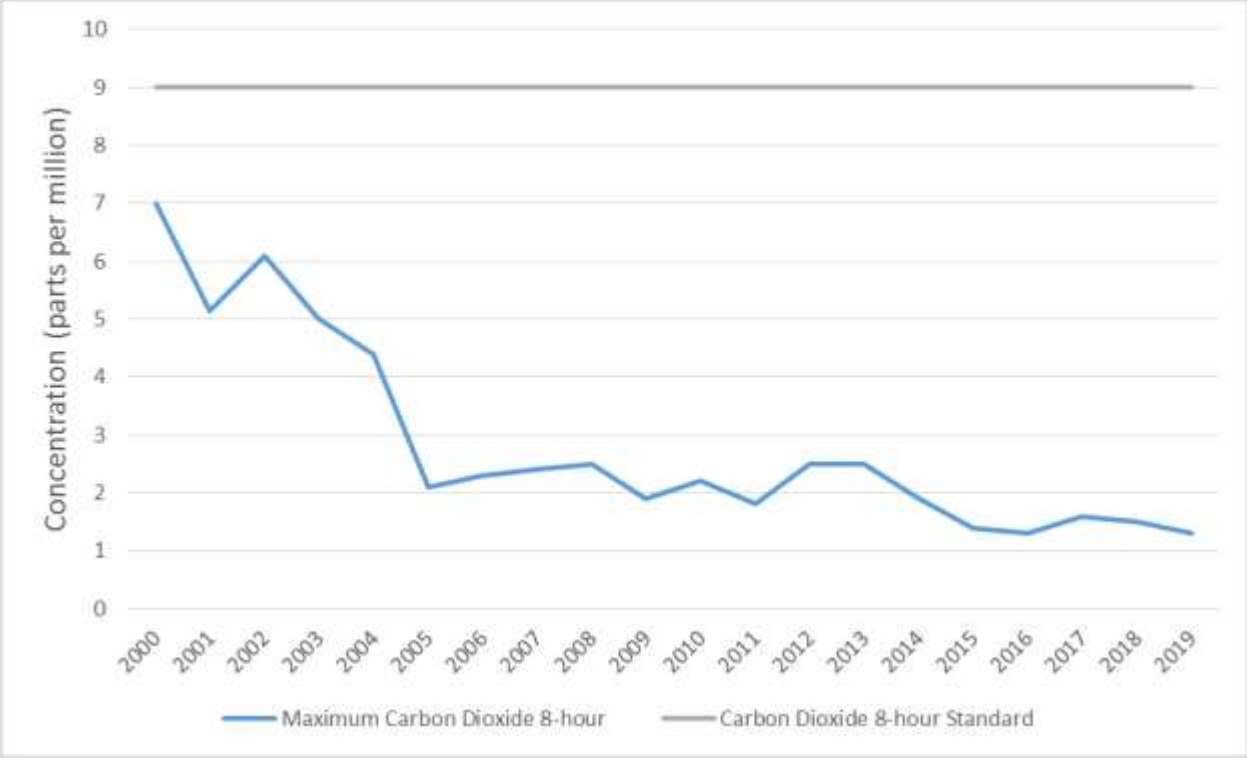
Figure C-4: Annual Average $PM_{2.5}$ Concentration ($\mu g/m^3$)



Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

Figure C-5 shows the most recent maximum 8-hour CO concentrations in the SCAB (2000-2019). The 2019 maximum 8-hour CO concentration in the SCAB has decreased approximately 81 percent from 2000 concentration. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

Figure C-5: Maximum 8-Hour CO Concentration (ppm)

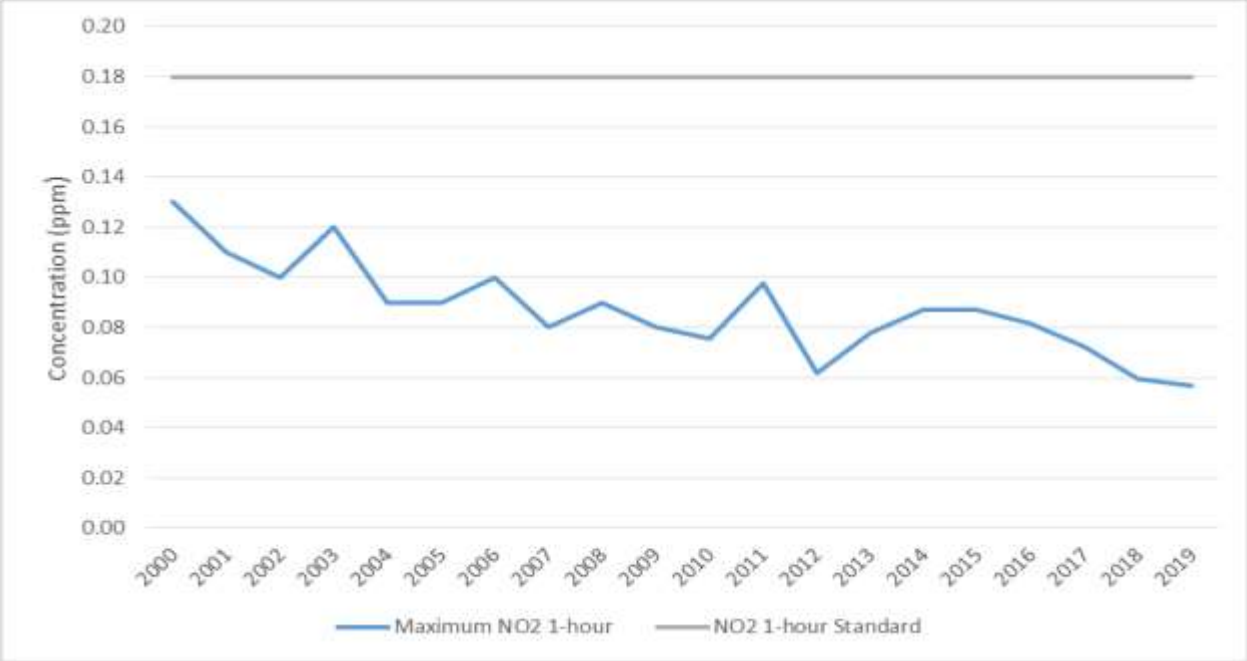


Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

The most recent NO_2 data for the SCAB is shown in **Figure C-6**. Over the last 50 years, NO_2 values have decreased significantly; the peak 1-hour national and state averages for 2017 is approximately 77 percent lower than what it was during 1963. The SCAB attained the State 1-hour NO_2 standard in 1994, bringing the entire State into attainment. NO_2 is formed from NOx emissions, which also contribute to ozone. As a result, the majority of the future emission control measures will be implemented as part of the overall ozone control strategy. Many of these control measures will target mobile sources, which account for more than three-quarters of California's NOx emissions. These measures are expected to bring the South Coast into attainment of the State annual average standard.

Recent NO_2 data (2000 through 2019) indicate decreasing NO_2 emissions. As shown in **Figure C-6**, there was a 54 percent decrease from 130 parts per billion (ppb) in 2000 to 60 ppb in 2019 for maximum 1-hour concentrations of NO_2. Records indicate the lowest NO_2 1-hour maximum concentrations in the past 19 years (56.6 ppb) occurred in 2019.

Figure C-6: Maximum 1-Hour NO_2 Concentration (ppm)



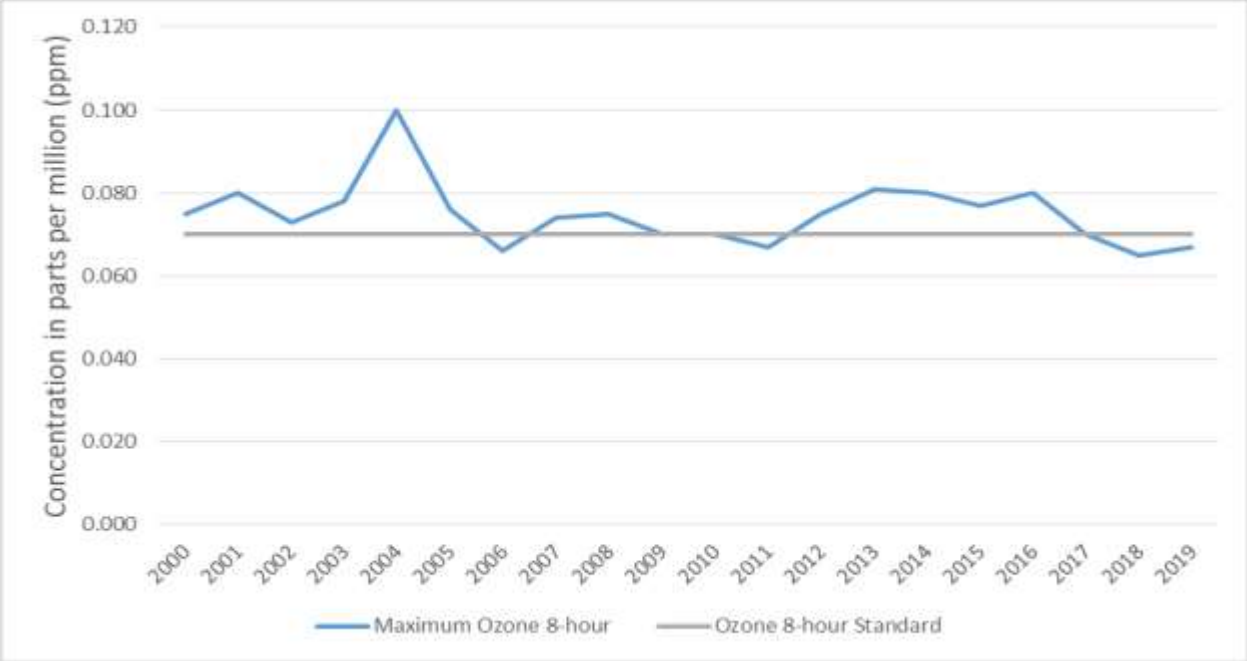
Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

The American Lung Association website includes data collected from State air quality monitors that are used to compile an annual State of the Air. As noted in this report, air quality in the Basin has significantly improved in terms of both pollution levels and high pollution days over the past three decades. The area's average number of high ozone days dropped from 230 days regionally in 2000 to 142 days in the 2017 and continues to decrease the number of days. The region has also seen dramatic reduction in particle pollution from 107 days regionally in 2004 to 14 days in the 2017.

The 2016 AQMP[14] includes the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP that demonstrates attainment of the 1-hour and 8-hour ozone. Recent Ozone concentration data (2000 through 2019) for 1-hour and 8-hour trends are shown in **Figures C-7 and C-8**. As shown in **Figure C-7**, an 18 percent decrease in the maximum 1-hour ozone trend from 0.1 parts per million (ppm) to 0.082 ppm occurred. **Figure C-8** illustrates an 11 percent decrease in the maximum 8-hour ozone trend that decreased from 0.075ppm to 0.067 ppm.

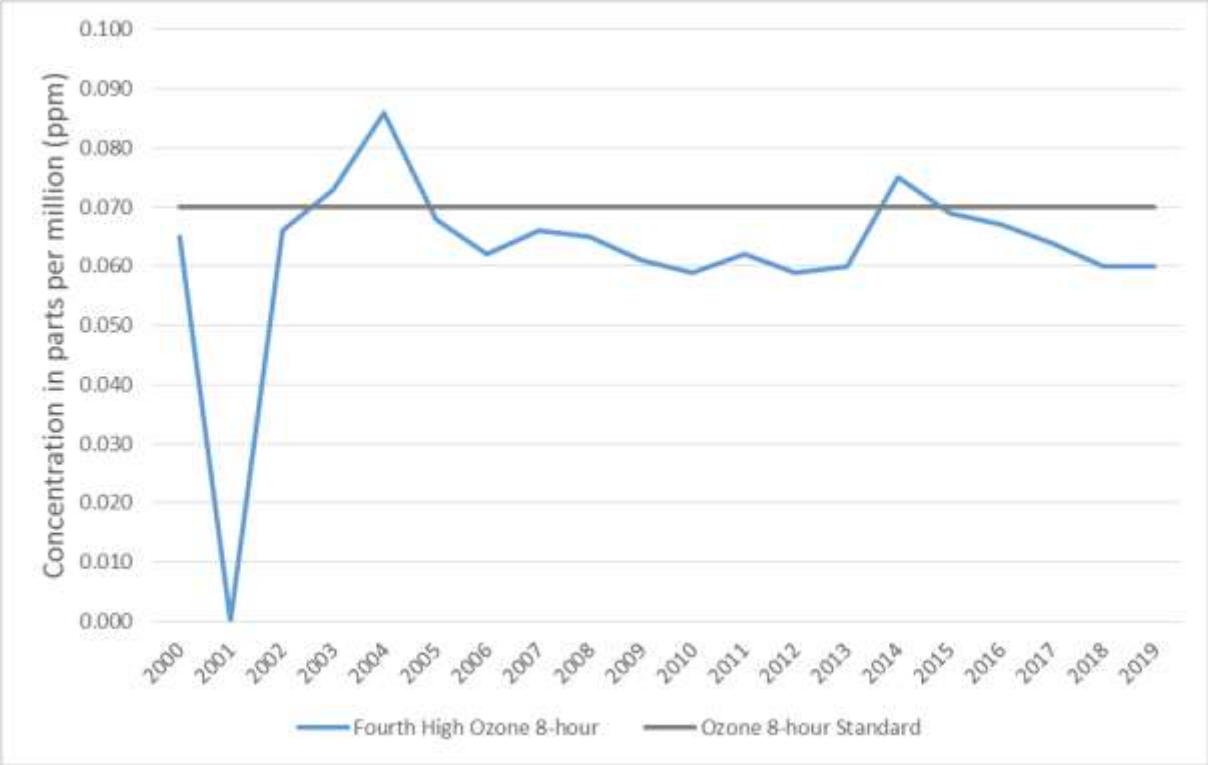
[14] South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 1, 2017, Accessed July 9, 2020 at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

Figure C-7: Maximum 1-Hour Ozone Concentration (ppm)



Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

Figure C-8: Maximum 8-Hour Ozone Concentration (ppm)

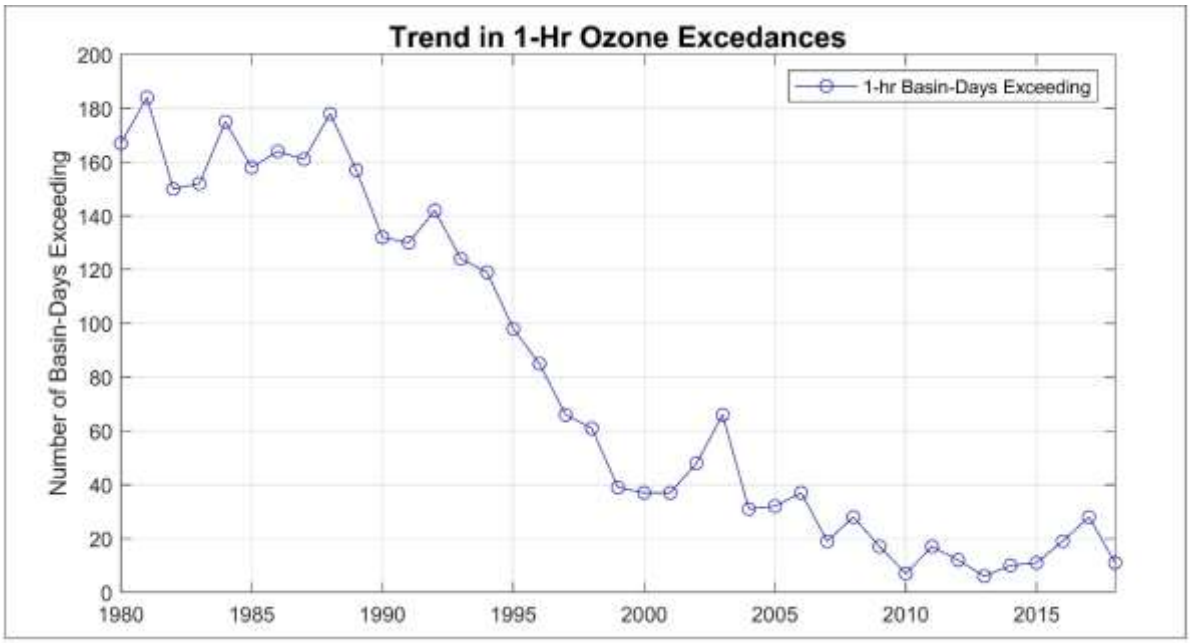


Source: SCAQMD, Historical Data By Year, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year

Since 1980, the Basin has experienced a decrease in 1- and 8-hour Ozone exceedances and in 1-hour Ozone advisories. **Figures C-9, C-10 and C-11** show reductions in these historical Ozone air quality trends. As shown in **Figure C-9**, the number of Basin-days exceeding the 1-hour ozone exceedances decreased from 167 days to 11 days (approximately 93 percent). As shown in **Figure C-11**, the number of Basin-days exceeding health standard levels for 8-hour ozone exceedances decreased from 211 days to 141 days (approximately 33 percent). As shown in **Figure C-11**, the number of Basin-days exceeding 1-hour health advisories and 1-hour stage one episodes were both zero for 2018

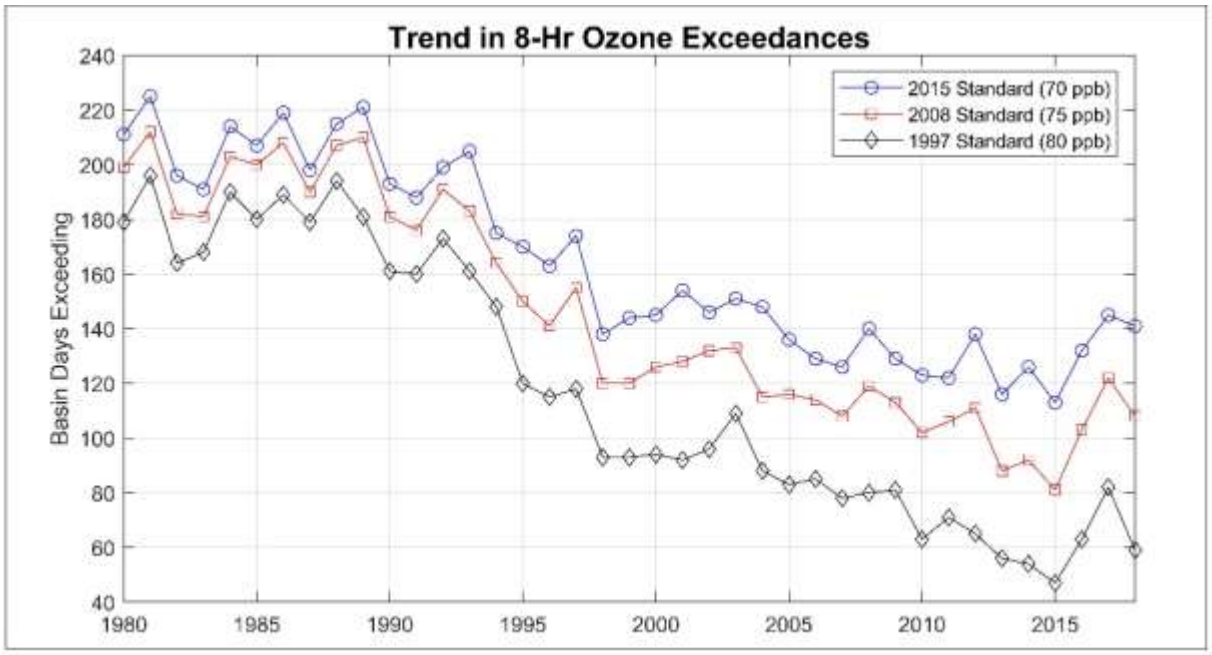
Ozone contour maps show that the number of days exceeding the national 8-hour standard has decreased between 1997 and 2007. In the 2007 period, there was an overall decrease in exceedance days compared with the 1997 period. Ozone levels in the SCAB have decreased substantially over the last 30 years. Today, the maximum measured concentrations are approximately one-third of concentrations within the late 70's.

Figure C-9: Trend in 1-Hour Ozone Exceedances



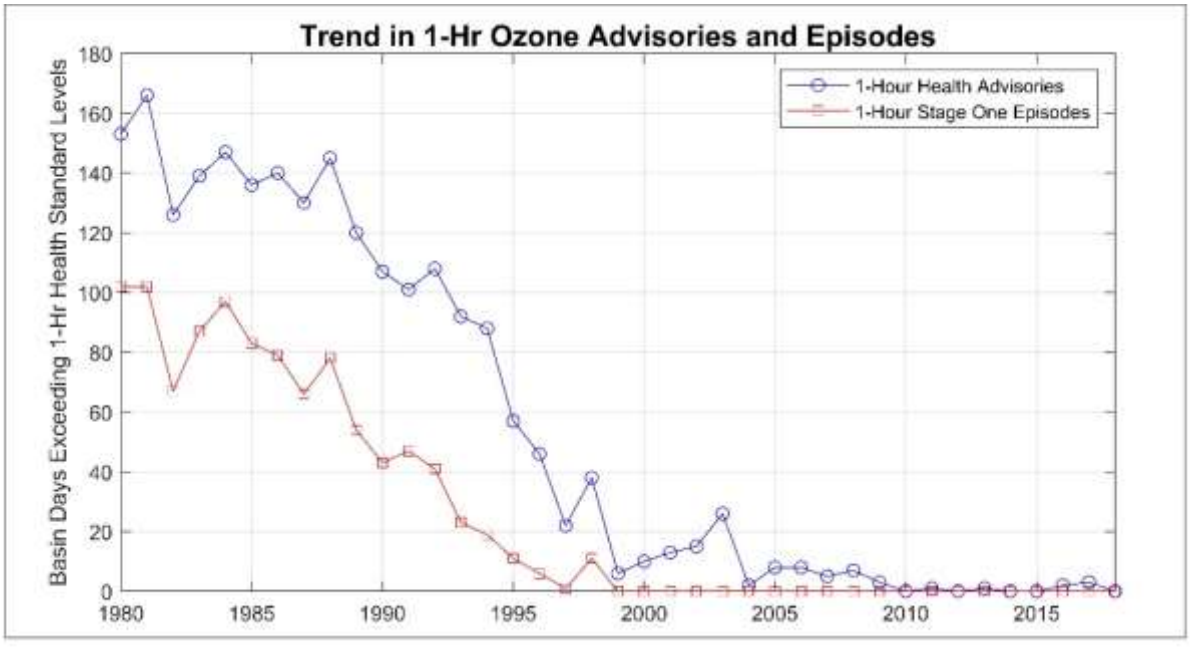
Source: SCAQMD, Historic Ozone Air Quality Trends, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historic-ozone-air-quality-trends

Figure C-10: Trend in 8-Hour Ozone Exceedances



Source: SCAQMD, Historic Ozone Air Quality Trends, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historic-ozone-air-quality-trends

Figure C-11: Trend in 1-Hour Ozone Advisories and Episodes



Source: SCAQMD, Historic Ozone Air Quality Trends, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historic-ozone-air-quality-trends

Toxic Air Contaminants (TAC)

Non-criteria air pollutants or toxic air contaminants (TAC) are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TAC include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TAC includes approximately 200 compounds, including particulate emissions from diesel-fueled engines and asbestos.

In August of 1998, CARB identified particulate emissions from diesel-fueled engines as TAC.[15] The document represents a proposal to reduce diesel particulate emissions, with the goal to reduce emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low sulfur diesel fuel on diesel-fueled engines.

Diesel particulate matter (DPM) is the most complex of diesel emissions. Diesel particulates, as defined by most emission standards, are sampled from diluted and cooled exhaust gases. This definition includes both solid and liquid material that condenses during the dilution process. The basic fractions of DPM are elemental carbon; heavy hydrocarbons derived from the fuel and lubricating oil and hydrated sulfuric acid derived from the fuel sulfur. DPM contains a large portion of the polycyclic aromatic hydrocarbons (PAH) found in diesel exhaust. Diesel particulates include small nuclei particles of diameters below 0.04 μm and their agglomerates of diameters up to 1 μm. DPM is a major factor in total TAC exposure in California.

California State law defines TAC as air pollutants having carcinogenic effects. A total of 243 substances have been designated as TAC under California law; they include the 187 (federal) Hazardous Air Pollutants (HAP) adopted in accordance with AB 2728. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources but AB 2588 does not regulate air toxics emissions. Toxic air contaminant emissions from individual facilities are quantified and prioritized. Depending on the risk levels, emitting facilities are required to implement varying levels of risk reduction measures.

In 2001, CARB assessed the state-wide health risks from exposure to diesel exhaust and to other toxic air contaminants. It is difficult to distinguish the health risks of diesel emissions from those of other air toxics, since diesel exhaust contains approximately 40 different TAC. The CARB study detected diesel exhaust by using ambient air carbon soot measurements as a surrogate for diesel emissions. The study reported that the state-wide cancer risk from exposure to diesel exhaust was about 540 per million population as compared to a total risk for exposure

[15] California Air Resources Board, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000, Accessed July 9, 2020 at: http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf

to all ambient air toxics of 760 per million. This estimate, which accounts for about 70 percent of the total risk from TAC, included both urban and rural areas in the state. The estimate can also be considered an average worst-case for the state, since it assumes constant exposure to outdoor concentrations of diesel exhaust and does not account for expected lower concentrations indoors, where most of time is spent. Based on 2012 estimates of statewide exposure, DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over a lifetime.[16]

Exposure to DPM results in a greater incidence of chronic non-cancer health effects, such as cough, labored breathing, chest tightness, wheezing, and bronchitis. Individuals particularly vulnerable to DPM are children, whose lung tissue is still developing, the elderly and people with illnesses who may have other serious health problems that can be aggravated by exposure to DPM. In general, children are more vulnerable than adults to air pollutants because they have higher inhalation rates, narrower airways, and less mature immune systems. In addition, children with allergies may have an enhanced allergic response when exposed to diesel exhaust).

CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* in 2005. The primary goal in developing the *Handbook* was to provide information that would help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution. The *Handbook* highlights recent studies that have shown that public exposure to air pollution can be substantially elevated near freeways and certain other facilities. However, the health risk is greatly reduced with distance. For that reason, CARB provided some general recommendations aimed at keeping appropriate distances between sources of air pollution and sensitive land uses, such as residences.

In 2005, the SCAQMD conducted a comprehensive study on air toxics in the SCAB called the Multiple Air Toxics Exposure Study (MATES-III). The monitoring program measured more than 30 air pollutants, including both gas and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-III found that the average cancer risk in the region from carcinogenic air pollutants ranges from approximately 870 in a million to 1,400 in a million, with an average regional risk of approximately 1,200 in a million.[17]

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[16] California Air Resources Board, *Summary: Diesel Particulate Matter Health Impacts*, April 12, 2016, Accessed July 9, 2020 at: https://www.arb.ca.gov/research/diesel/diesel-health_summ.htm

[17] South Coast Air Quality Management District, Multiple Air Toxics Exposure Study (MATES-III) in the South Coast Air Basin, September 2008, Accessed July 9, 2020 at: https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iii

In 2015, the Multiple Air Toxics Exposure Study IV (MATES IV) is a follow up to previous air toxics studies in the Basin. The MATES IV Study includes an updated emissions inventory of toxic air contaminants and a modeling effort to characterize risk across the SCAB. The study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. An additional focus of MATES IV is the inclusion of measurements of ultrafine particle concentrations. Results for MATES-IV show that trends in monitored levels air toxics continue to decline, modeled exposures and risks were substantially lower compared to MATES III (approximately 60 percent decrease), and DPM remains the largest component of air toxics estimated risk, at approximately 68 percent of the South Coast Air Basin wide cancer risk of 418 per million persons, ranging from 320 to 480 per million persons. Based on data within MATES-IV, the proposed Project is within an area with an estimated cancer risk of 400 to 450 per million persons.[18]

South Coast Air Quality Management District (SCAQMD) Amicus Brief[19]

The proposed Inglewood Transit is in the South Coast Air Basin, under the jurisdiction of the SCAQMD. The following in information from the SCAQMD is included because it is the legal brief on the Friant Ranch decision from the local air district for the proposed Inglewood Transit. The SCAQMD brief describes why it is not feasible to accurately model changes in regional air quality concentrations resulting from specific projects or accurately correlate predicted minor air quality changes with specific health outcomes.

As noted in the SCAQMD brief, SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. SCAQMD receives as many as 60 or more CEQA documents each month (around 500 per year) in its role as commenting agency or an agency with "jurisdiction by law" over air quality. The SCAQMD staff provides comments on as many as 25 or 30 such documents each month (SCAQMD brief, p. 7). Therefore, the Inglewood Transit EIR air quality analysis appropriately relied on SCAQMD expertise, significance thresholds, and guidance to disclose the proposed Project's air quality impacts.

The SCAQMD brief makes it clear that SCAQMD does not believe that there must be a quantification of a project's health risks in all CEQA documents prepared for individual projects, and in fact, the SCAQMD brief is clear that for individual projects the results of such an assessment would be meaningless. Also, the proposed Project would not generate anywhere

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[18] South Coast Air Quality Management District, Multiple Air Toxics Exposure Study (MATES-IV) in the South Coast Air Basin, May 1, 2015, Accessed July 9, 2020 at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv

[19] South Coast Air Quality Management District Amicus Brief, April 13, 2015, Accessed July 9, 2020 at: https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf

near 6,620 pounds per day of NOx or 89,180 pounds per day of ROG emissions, which SCAQMD stated was a large enough emission to quantify ozone-related health impacts. (SCAQMD brief, page 12) Therefore, the emissions from the proposed Project are not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level.

The SCAQMD's numeric regional thresholds of significance are based in part on Section 180 (e) of the federal Clean Air Act (CAA). The numeric regional mass daily thresholds have not changed since their adoption as part of the CEQA Air Quality Handbook published by SCAQMD in 1993 (over 20 years ago). The numeric regional mass daily significance thresholds are also intended to provide a means of consistency in significance determination within the environmental review process.

Simply exceeding the SCAQMD's numeric regional mass daily thresholds does not constitute a particular health impact to an individual receptor. The reason for this is that the mass daily thresholds are in pounds per day (pounds/day) emitted into the air whereas health effects are determined based on the concentration of emissions in the air at a particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air) and usually over a longer duration such a one year of an 70-year lifetime. State and federal ambient air quality standards (CAAQS & NAAQS) were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions.

With regard to the analysis of air quality-related health impacts, the SCAQMD, the air quality authority for the South Coast Air Basin, has stated that "*EIRs must generally quantify a project's pollutant emissions, but in some cases it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g., premature mortality; hospital admissions)*." In such cases, a general description of the adverse health impacts resulting from the pollutants at issue may be sufficient. (SCAQMD brief, page 1)

The SCAQMD has further stated that from a scientific standpoint,

> "*…it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP showed that reducing NOx by 432 tons per day and reducing VOC by 187 tons per day would only reduce ozone levels at the SCAQMD's monitor site with the highest levels by 9 parts per billion.*[20]" (SCAQMD brief, page 11)

[20] South Coast Air Quality Management District, Final 2012 AQMP, February 2013, Accessed July 9, 2020 at: www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-20212-air-quality-management-plan; then follow "Appendix V: Modelling & Attainment Demonstrations" hyperlink, pp. v-4-2, v-7-4, v-7-24

A few comparisons to this SCAQMD brief and the Inglewood Transit are appropriate. The Inglewood Transit calculated maximum unmitigated daily NOx construction emissions are 238 pounds/day or approximately 0.028 percent of the 432 tons per day.

A ratio comparison helps add perspective. Using the 0.028 percent value for the change in ozone levels at the SCAQMD's monitor site with the highest levels would change by (0.00028 x 9 parts per billion) or 0.0025 parts per billion of ozone. The lowest ozone standard is the California 8-hour standard of 0.070 ppm or 70 ppb. So, if there were a direct ratio correlation given the Inglewood Transit daily construction emissions, those emissions would change ozone levels by 0.0025 ppb compared to the most stringent 70 ppb California 8-hour standard or 0.0035 percent (0.0025/70).

The extremely small change in the ozone numbers (0.0035 percent of the standard) from this approximated calculation is an indication of why the SCAQMD does not require relatively small projects to undertake regional modeling. Even if it were a valid ozone change calculation, the correlation to health impacts from the change would be more impossible to determine. SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NOx or VOC precursor emissions from relatively small projects such as the proposed Inglewood Transit. (SCAQMD brief, page 12)

Current scientific, technological, and modeling limitations prevent the relation of expected adverse air quality impacts to likely health consequences. Since SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NOx or ROG emissions from relatively small projects like the proposed Project, then a general description of the adverse health impacts resulting from the criteria and toxics pollutants (as previously described) is all that can be meaningfully provided at this time.

San Joaquin Valley Air Pollution Control District Amicus Brief[21]

The proposed Friant Specific Plan is in the San Joaquin Valley Air Basin, under the jurisdiction of the SJVAPCD. The SJVAPCD Amicus Brief addresses whether it is scientifically feasible to correlate an individual project's air quality emissions of criteria air pollutants to specific health impacts. Human health impacts associated with criteria air pollutants are analyzed and taken into consideration when the USEPA sets the NAAQS for each criteria pollutant. The health impact of a particular criteria pollutant is analyzed on a regional, not a facility level, based on how close the area is to complying with (attaining) the NAAQS. As discussed in the SJVAPCD brief, it is not feasible to conduct a criteria air pollutant analysis detailing health impacts, as currently available computer modeling tools are not equipped for this task.

[21] San Joaquin Valley Air Pollution Control District Amicus Brief, April 13, 2015, Accessed July 9, 2020 at: https://www.courts.ca.gov/documents/7-s219783-ac-san-joaquin-valley-unified-air-pollution-control-dist-041315.pdf

In requiring a health risk type analysis for criteria air pollutants, it is important to understand how the relevant criteria pollutants (ozone and particulate matter) are formed, dispersed and regulated. Ground level ozone (smog) is not directly emitted into the air but is instead formed when precursor pollutants such as NOx and ROG are emitted into the atmosphere and undergo complex chemical reactions driven by sunlight. Once formed, ozone can be transported long distances by wind. Because of the complexity of ozone formation, a specific tonnage amount of NOx or ROG emitted in a particular area does not equate to a particular concentration of ozone in that area. In fact, even rural areas that have relatively low tonnages of emissions of NOx or ROG can have high levels of ozone concentrations simply due to wind transport. Conversely, areas that have substantially more NOx and ROG emissions could experience lower concentrations of ozone simply because sea breezes disperse the emissions.[22] Secondary PM, like ozone, is formed via complex chemicals such as SOx and NOx.[23] Because of the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.

The disconnect between the tonnage of precursor pollutants and the concentration of ozone or PM formed is important because it is not necessarily the tonnage of precursor pollutants that causes health effects; rather, it is the concentration of resulting ozone or PM that causes these effects. As such, the NAAQS, which are statutorily required to be set by USEPA at levels that are requisite to protect the public health, are established as concentrations of ozone and not as tonnages of their precursor pollutants. Because the NAAQS are focused on achieving a particular concentration region-wide, the SJVAPCD's tools and plans for attaining the NAAQS are regional in nature.

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it "*would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have*". The situation is further complicated by the fact that background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin but are constantly fluctuating based upon wind speed and direction, precipitation, and topography. The currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment. The SJVAPCD indicated that, "*Running the photochemical grid model used for predicting O_3 attainment with the emissions solely from the Friant*

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[22] San Joaquin Valley Air Pollution Control District, 2007 Ozone Plan, Accessed July 9, 2020 at: www.valleyair.org/Air_Quality_Plans/AQ_Final_Adopted_Ozone2007.htm

[23] USEPA, Particulate Matter: Basic Information, Accessed July 9, 2020 at: www.epa.gov/airquality/pariclepollution/basic.html

Ranch project (which equate to less than one-tenth of one percent of the total NOx and VOC [ROG] in the Valley) is not likely to yield valid information given the relative scale involved". (SQVAPCD brief, p. 9-10)

The computer models used to simulate and predict an attainment date for ozone are based on regional inventories of precursor pollutants, atmospheric chemistry and meteorology within the air basin. At a very basic level, the models simulate future ozone levels based on predicted changes in precursor emissions basin wide. The computer models are not designed to determine whether the emissions generated by an individual development project will affect the date that the air basin attains the NAAQS. Instead, the models help inform regional planning strategies based on the extent to which all of the emission-generating sources within the air basin must be controlled in order to reach attainment.

Conclusions

In the case of the Inglewood Transit, construction emissions exceed the SCAQMD's recommended daily significance thresholds for NOx. However, this does not determine the concentration of ozone that will be occur at or near the Project Site or within the region on a particular day or month of the year, or the specific health impacts that may occur as a result of that concentration. Wind speed and direction, and the presence or absence of sunlight, and other complex chemical factors all combine to determine the ultimate concentrations and locations of ozone. This is especially true for a project like the Inglewood Transit, where the criteria pollutant emissions derive not from a single "point source," but from mobile sources driving to, from and around the Project Site.

The air quality analysis for the Inglewood Transit included a site-specific localized impact analysis which found less than significant impacts. The localized impact analysis was focused on the impacts locally on receptors adjacent to the Project site. Models such a USEPA's AERMOD have been used for years to estimate local concentrations for air permitting and environmental planning. However, even these dispersion models are not suited for the chemical transformation related to the formation of ozone due to emissions of NOx and ROG and the interaction with sunlight. Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, atmospheric stability, atmospheric chemistry and wind patterns. Because of the dynamic nature of ozone formation and the complexities of predicting ground-level ozone concentrations in relation to ambient standards, air districts instead develop mass emissions thresholds for ROG and NOx that are used to make significance determinations. Air districts also recommend mitigation measures for projects that exceed the significance thresholds.

On a regional scale, it would not be possible to accurately model the impact on AAQS attainment that emissions from the Inglewood Transit may have. The currently available tools

are equipped to model the impact of all emission sources in the air basin on attainment, not to evaluate an individual project. Both the SCAQMD and SJVAPCD have expressed serious concerns that the regional modeling for individual projects, such as the Inglewood Transit project, will not generate meaningful results.

In summary, modeling of the Inglewood Transit Proposed Project's ozone emissions is not feasible and would not provide meaningful information given the magnitude of the emissions and the number of variables that affect ozone formation (e.g., mass of precursor emissions, background concentrations for all other emission sources in the air basin, location of activity and weather on that day that results in conversion of precursor emissions into ozone).

Consistent with the California Supreme Court's Friant Ranch decision, the information and analyses provides additional details regarding the potential health effects from the proposed Inglewood Transit's significant and unavoidable criteria pollutant construction emissions of NOx. It also explains why it is not scientifically feasible to substantively connect this individual Proposed Project's air quality impacts to likely health consequences. The criteria air pollutant emissions of NOx for the proposed Project are too small to model and obtain meaningful regional concentrations of criteria air pollutants and ozone.

Attachment D

TIRCP GHG Benefits Calculator Tool Memo

Date: January 14, 2020

To: City of Inglewood

Cc: Omar Pulido, Senior Project Director, Trifiletti Consulting, Inc
Lisa Trifiletti, Principal, Trifiletti Consulting, Inc

From: Michael Ratte, Senior Air Quality Scientist, RCH Group
Joe Gibson, Partner, Meridian Consultants LLC

Re: Inglewood Transit Connector TIRCP Benefits Calculator Tool Memorandum

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Introduction

The Inglewood Transit Connector Project (proposed Project) will provide a transit connection from the Metro Crenshaw/LAX Line in Downtown Inglewood to the Los Angeles Stadium and Entertainment District area and would be designed to integrate with local economic activity, transit-oriented development, and other initiatives in the area. The Project would consist of an elevated, automated people mover system with dual guideways to allow for continuous trains to travel in each direction.

As part of the City's effort, they are seeking to apply for a TIRCP grant from the CALSTA Transit and Intercity Rail Capital Program. The grant application requires that the City demonstrate the effectiveness of the proposed Project to reduce greenhouse gas (GHG) emissions using the TIRCP Benefits Calculator.

The California Air Resources Board (CARB) developed the TIRCP Benefits Calculator Tool to estimate the GHG emissions and selected co-benefits of eligible grant applications. The Benefits Calculator Tool estimates GHG emissions and air pollutant emission co-benefits using methods described in CARB's Co-Benefit Assessment Methodologies (dated October 19, 2019). Grant Applicants must use this calculator to estimate the GHG emission reductions, air pollutant emissions, and other co-benefits associated with the quantification methodology.

Purpose

This memorandum provides an overview of the technical information associated with the development of the CALSTA TIRCP Benefits Calculator Tool based on provided data related to increased ridership, vehicle miles traveled (VMT) reductions, vehicle trips reductions, and average miles traveled as a result of the Inglewood Transit Connector Project. The benefits were estimated over the project lifetime from 2026 through 2076 or 50 years.

Benefits Calculator Tool Description

The TIRCP Benefits Calculator Tool utilizes motor vehicle emission factors (in grams per mile) to estimate GHG emissions (reported as carbon dioxide or CO_2 in metric tons).[1] The TIRCP Benefits Calculator Tool also reports reactive

[1] There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects

organic compounds (ROG), nitrogen oxides (NO_x), particulates matter equal to or less than 2.5 micrometers ($PM_{2.5}$ or fine particulate), and diesel particulate emissions (in pounds). The emission factors are based on the California Air Resources Board's (CARB) EMFAC2017[2] emissions inventory model. EMFAC2017 is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in California. This emission factor model reflects CARB's current understanding of how vehicles travel and how much they emit. EMFAC2017 can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future. Emission factors are based on information associated with Los Angeles County and the City of Inglewood within the South Coast Air Basin.

The TIRCP Benefits Calculator Tool estimates the following co-benefits and key variables:

- GHG (as CO_2) emission reductions (metric tons or MT)
- ROG emission reductions (pounds)
- NOx emission reductions (pounds)
- $PM_{2.5}$ emission reductions (pounds),
- Diesel PM emission reductions (pounds)
- Passenger VMT reductions (miles)
- Passenger travel cost savings ($)
- Energy and fuel cost savings ($)

Notably, projects may claim additional ridership through increased transfers of passengers to adjoining systems and may be reflected in the quantification of GHG benefits if the project also documents the ability of the connected corridor to provide capacity sufficient to accommodate the riders. As such, six transit mode systems (or Quantifiable Components) were included in TIRCP Benefits Calculator Tool: Metrolink, Metro Heavy Rail (HR), Metro Light Rail (LR), Metro Bus Rapid Transit/Rapid Bus (BRT/RB), Metro Municipal Bus (MB), and Inglewood Transit Connector (ITC).

Benefits Calculator Tool Input Data

The TIRCP Benefits Calculator Tool input information includes the following parameters:

- The type of region that best encompasses the geographic location for the proposed project type: Los Angeles County within South Coast Air Basin
- TIRCP Funds Requested ($)/Total amount of TIRCP GGRF funds requested from this solicitation to implement the project: $90 million
- Total Project Cost ($) or Total amount of funding required to implement the project: $1.016 billion
- The first year of service or the first year the facility or rolling stock will be in use: 2026
- The final year of service or the final year the facility or rolling stock's useful life: 2076
- The increase in unlinked passenger trips directly associated with the proposed project in the first year: 6,959,998

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are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

[2] California Air Resources Board, EMFAC2017 User's Guide, March 1, 2018, https://ww3.arb.ca.gov/msei/downloads/emfac2017-volume-i-users-guide.pdf and https://www.arb.ca.gov/emfac/2017/

- The increase in unlinked passenger trips directly associated with the proposed project in the final year: 13,906,110
- Discount factor applied to annual ridership to account for transit-dependent riders: 0.720
- Annual passenger miles over unlinked trips directly associated with the proposed project: 6.24 miles

Data was input into the TIRCP Benefits Calculator Tool by transit mode. The TIRCP Benefits Calculator Tool Input and Output are provided at the end of this document.

Results

Table 1 provides the increased ridership, vehicle miles traveled reductions, vehicle trips reductions, and average miles traveled for 2026 and 2076 by transit mode. The vehicle trips reductions are a function of the increased ridership times the adjustment factor. The vehicle miles traveled reductions are a function of the vehicle trips reductions times the average miles traveled.

Table 1: Estimated VMT Reductions by Mode for First Year and Final Year

Year	Parameter	Metrolink	Metro HR	Metro LR	Metro BRT/RB	Metro MB	ITC	Total
2026	VMT Reduction			23,229,237	2,954,199	1,190,852	2,649,387	30,023,675
	Increased Ridership			3,335,781	482,220	226,288	2,915,709	6,959,998
	Vehicle Trip Reduction			2,447,706	330,238	156,013	1,937,720	4,871,677
	Length of Average Trip			9.49	8.95	7.63	1.37	6.16
	Adjustment Factor			0.734	0.685	0.689	0.665	0.700
2076	VMT Reduction	7,497,044	2,942,523	45,011,104	4,923,445	1,891,274	5,169,161	67,434,551
	Increased Ridership	305,991	431,878	6,372,441	814,252	371,676	5,609,872	13,906,110
	Vehicle Trip Reduction	257,339	351,041	4,888,502	574,791	264,952	3,808,777	10,145,402
	Length of Average Trip	29.13	8.38	9.21	8.57	7.14	1.36	6.65
	Adjustment Factor	0.841	0.813	0.767	0.706	0.713	0.679	0.730
Overall	Length of Average Trip	29.13	8.38	9.30	8.70	7.32	1.36	6.24
	Adjustment Factor	0.841	0.813	0.756	0.698	0.704	0.674	0.720

Note: The Green Line Eastern Extension (Norwalk) Project connects Green Line and Metrolink has an expected opening date of 2052. For Metro Heavy Rail, the Crenshaw Line Extension that connects the LAX/Crenshaw Line with Purple Line and Red Line has an expected opening date of 2047. The Sepulveda Pass Transit Corridor Phase III that connects Sepulveda Pass and Green Line at Aviation-96 Street Station has an expected opening date of 2057.
The unlinked trips are two-way (includes the inbound and outbound trips) and the trip lengths are one-way. Therefore, the VMT (unlinked trips x trip length) represent a round trip distance.
Source: Raju Associates, TIRCP Unlinked Trips Tables, January 7, 2020.

Table 2 displays the number of jobs supported by the Inglewood Transit Connector Project. California Climate Investments facilitate GHG emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. A different mix of spending on materials, equipment, and labor is expected across various California Climate Investments project types and match funding arrangements. As such, some project types

will support more jobs than others. The Job Co-Benefits Tool Input and Output are provided at the end of this document.

Table 2: Estimated Job Co-Benefit Results

Parameter	Total
Total Full-Time Equivalent Jobs Supported by the Project Budget	9,759
Total Full-Time Equivalent Jobs Supported by the Project GGRF Funds	878
Full-time Equivalent Jobs Directly Supported by the Project GGRF Funds	413
Full-time Equivalent Jobs Indirectly Supported by the Project GGRF Funds	190
Full-time Equivalent Induced Jobs Supported by the Project GGRF Funds	276

Table 3 displays the CO_2 vehicle emission factors used to determine the GHG emission reductions. The GHG emission reductions (in metric tons) are determined as the VMT reductions times the CO_2 emission factor divided by 453.592 gram/pound divided by 2000 pounds/short ton times 0.907185 metric tons/short ton. The calculation is completed by year and transit mode and summed over the project lifetime.

Table 4 displays the estimated GHG emissions reductions by mode over the project lifetime. The total estimated GHG emissions reductions are 768,922 metric tons of CO_2 which is a function of 2,322,426,448 VMT reductions with an average vehicle emission factor of 332 grams per vehicle mile. Based on TIRCP GGRF funds requested of $90,000,000,[3] this equates to $117 per metric ton of CO_2.

[3] Based on the TICRP GGRF funding contribution only ($90 million), not the full TIRCP grant request amount ($200 million).

Table 3: Estimated CO2 Emission Factors

Year	CO2 Emission Factor (g/mile)
2026	383
2027	373
2028	364
2029	356
2030	349
2031	344
2032	338
2033	333
2034	329
2035	325
2036	322
2037	319
2038	317
2039	315
2040	313
2041	312
2042	311
2043	310
2044	309
2045	308
2046	308
2047	307
2048	307
2049	307
2050	306

Source: California Air Resources Board, EMFAC2017 User's Guide, March 1, 2018, https://ww3.arb.ca.gov/msei/downloads/emfac2017-volume-i-users-guide.pdf and https://www.arb.ca.gov/emfac/2017/ and California Air Resources Board California Climate Investments Quantification Emission factor database (cci_emissionfactordatabase_111419.xls).

Table 4: Estimated GHG Emission Reductions by Mode for Project Lifetime

Parameter	Metrolink	Metro HR	Metro LR	Metro BRT/RB	Metro MB	ITC	Total
Total GHG Emission Reductions ($MTCO_2$)	33,292	11,715	567,221	65,906	25,824	64,965	768,922
Passenger VMT Reductions (miles)	108,707,174	38,252,799	1,706,008,525	196,941,100	77,053,150	195,463,700	2,322,426,448
Fossil Fuel Use Reductions (gallons)	2,712,433	954,474	48,194,707	5,617,165	2,202,509	5,518,828	65,200,116
ROG Emission Reductions (pounds)	587	207	19,764	2,382	941	2,259	26,139
NO_x Emission Reductions (pounds)	4,266	1,501	97,512	11,548	4,544	11,156	130,527
$PM_{2.5}$ Emission Reductions (pounds)	4,395	1,547	70,164	8,111	3,174	8,038	95,430
Diesel PM Emission Reductions (pounds)	5.00	1.76	121	14.4	5.67	13.9	162

Source: RCH Group based on TIRCP Benefits Calculator Tool and Raju Associates, TIRCP Unlinked Trips Tables, January 7, 2020.

Attachment E

Operational Emissions CalEEMod Output Files

Adjusted Baseline

- Annual
- Summer
- Winter

Existing Conditions

- Annual
- Summer
- Winter

MSF Building and APM Stations

- Annual
- Summer
- Winter

ITC Adjusted Baseline

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	466.00	1000sqft	10.70	466,000.00	0
Apartments Mid Rise	314.00	Dwelling Unit	8.26	314,000.00	898
Regional Shopping Center	518.08	1000sqft	11.89	518,080.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Adjusted Baseline, no construction

Vehicle Trips - Using EMFAC for motor vehicle emissions

Grading -

ITC Adjusted Baseline - South Coast Air Basin, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	45.00	0.00
tblConstructionPhase	NumDays	500.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	HW_TTP	40.20	0.00
tblVehicleTrips	ST_TR	6.39	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	SU_TR	5.86	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	WD_TR	6.65	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2090	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2090	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.3736	0.1191	5.2576	5.2600e-003		0.3177	0.3177		0.3177	0.3177	33.3528	69.4065	102.7593	0.1047	2.2600e-003	106.0511
Energy	0.0479	0.4249	0.2884	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	4,837.3993	4,837.3993	0.1892	0.0460	4,855.8264
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	227.7153	0.0000	227.7153	13.4576	0.0000	564.1549
Water						0.0000	0.0000		0.0000	0.0000	44.9415	896.3168	941.2582	4.6529	0.1167	1,092.3424
Total	**6.4215**	**0.5441**	**5.5460**	**7.8700e-003**	**0.0000**	**0.3508**	**0.3508**	**0.0000**	**0.3508**	**0.3508**	**306.0095**	**5,803.1226**	**6,109.1322**	**18.4044**	**0.1649**	**6,618.3749**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.3736	0.1191	5.2576	5.2600e-003		0.3177	0.3177		0.3177	0.3177	33.3528	69.4065	102.7593	0.1047	2.2600e-003	106.0511
Energy	0.0479	0.4249	0.2884	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	4,837.3993	4,837.3993	0.1892	0.0460	4,855.8264
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	227.7153	0.0000	227.7153	13.4576	0.0000	564.1549
Water						0.0000	0.0000		0.0000	0.0000	44.9415	896.3168	941.2582	4.6529	0.1167	1,092.3424
Total	**6.4215**	**0.5441**	**5.5460**	**7.8700e-003**	**0.0000**	**0.3508**	**0.3508**	**0.0000**	**0.3508**	**0.3508**	**306.0095**	**5,803.1226**	**6,109.1322**	**18.4044**	**0.1649**	**6,618.3749**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

ITC Adjusted Baseline - South Coast Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	
2	Site Preparation	Site Preparation	11/1/2018	10/31/2018	5	0	
3	Grading	Grading	2/18/2021	2/17/2021	5	0	
4	Building Construction	Building Construction	1/28/2027	1/27/2027	5	0	
5	Paving	Paving	6/27/2086	6/26/2086	5	0	
6	Architectural Coating	Architectural Coating	9/14/2090	9/13/2090	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 635,850; Residential Outdoor: 211,950; Non-Residential Indoor: 1,476,120; Non-Residential Outdoor: 492,040; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

ITC Adjusted Baseline - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	541.00	195.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	108.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
General Office Building	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Regional Shopping Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,363.3354	4,363.3354	0.1801	0.0373	4,378.9454
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,363.3354	4,363.3354	0.1801	0.0373	4,378.9454
NaturalGas Mitigated	0.0479	0.4249	0.2884	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	474.0639	474.0639	9.0900e-003	8.6900e-003	476.8811
NaturalGas Unmitigated	0.0479	0.4249	0.2884	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	474.0639	474.0639	9.0900e-003	8.6900e-003	476.8811

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.58822e+006	0.0194	0.1653	0.0704	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	191.4812	191.4812	3.6700e-003	3.5100e-003	192.6191
General Office Building	4.25924e+006	0.0230	0.2088	0.1754	1.2500e-003		0.0159	0.0159		0.0159	0.0159	0.0000	227.2893	227.2893	4.3600e-003	4.1700e-003	228.6399
Regional Shopping Center	1.03616e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2934	55.2934	1.0600e-003	1.0100e-003	55.6220
Total		**0.0479**	**0.4249**	**0.2884**	**2.6100e-003**		**0.0331**	**0.0331**		**0.0331**	**0.0331**	**0.0000**	**474.0639**	**474.0639**	**9.0900e-003**	**8.6900e-003**	**476.8810**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.58822e+006	0.0194	0.1653	0.0704	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	191.4812	191.4812	3.6700e-003	3.5100e-003	192.6191
General Office Building	4.25924e+006	0.0230	0.2088	0.1754	1.2500e-003		0.0159	0.0159		0.0159	0.0159	0.0000	227.2893	227.2893	4.3600e-003	4.1700e-003	228.6399
Regional Shopping Center	1.03616e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2934	55.2934	1.0600e-003	1.0100e-003	55.6220
Total		**0.0479**	**0.4249**	**0.2884**	**2.6100e-003**		**0.0331**	**0.0331**		**0.0331**	**0.0331**	**0.0000**	**474.0639**	**474.0639**	**9.0900e-003**	**8.6900e-003**	**476.8810**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.24824e+006	397.7173	0.0164	3.4000e-003	399.1402
General Office Building	6.51934e+006	2,077.2014	0.0858	0.0177	2,084.6327
Regional Shopping Center	5.92684e+006	1,888.4167	0.0780	0.0161	1,895.1725
Total		**4,363.3354**	**0.1801**	**0.0373**	**4,378.9454**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.24824e+006	397.7173	0.0164	3.4000e-003	399.1402
General Office Building	6.51934e+006	2,077.2014	0.0858	0.0177	2,084.6327
Regional Shopping Center	5.92684e+006	1,888.4167	0.0780	0.0161	1,895.1725
Total		**4,363.3354**	**0.1801**	**0.0373**	**4,378.9454**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.3736	0.1191	5.2576	5.2600e-003		0.3177	0.3177		0.3177	0.3177	33.3528	69.4065	102.7593	0.1047	2.2600e-003	106.0511
Unmitigated	6.3736	0.1191	5.2576	5.2600e-003		0.3177	0.3177		0.3177	0.3177	33.3528	69.4065	102.7593	0.1047	2.2600e-003	106.0511

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6906					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0285	0.0814	1.9961	5.0900e-003		0.2998	0.2998		0.2998	0.2998	33.3528	64.0926	97.4454	0.0995	2.2600e-003	100.6066
Landscaping	0.1001	0.0377	3.2616	1.7000e-004		0.0179	0.0179		0.0179	0.0179	0.0000	5.3139	5.3139	5.2200e-003	0.0000	5.4445
Total	**6.3736**	**0.1191**	**5.2577**	**5.2600e-003**		**0.3177**	**0.3177**		**0.3177**	**0.3177**	**33.3528**	**69.4065**	**102.7593**	**0.1047**	**2.2600e-003**	**106.0511**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6906					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0285	0.0814	1.9961	5.0900e-003		0.2998	0.2998		0.2998	0.2998	33.3528	64.0926	97.4454	0.0995	2.2600e-003	100.6066
Landscaping	0.1001	0.0377	3.2616	1.7000e-004		0.0179	0.0179		0.0179	0.0179	0.0000	5.3139	5.3139	5.2200e-003	0.0000	5.4445
Total	**6.3736**	**0.1191**	**5.2577**	**5.2600e-003**		**0.3177**	**0.3177**		**0.3177**	**0.3177**	**33.3528**	**69.4065**	**102.7593**	**0.1047**	**2.2600e-003**	**106.0511**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	941.2582	4.6529	0.1167	1,092.3424
Unmitigated	941.2582	4.6529	0.1167	1,092.3424

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.4584 / 12.8977	137.0238	0.6720	0.0169	158.8474
General Office Building	82.8239 / 50.7631	549.5889	2.7204	0.0682	637.9216
Regional Shopping Center	38.3755 / 23.5205	254.6456	1.2605	0.0316	295.5735
Total		**941.2582**	**4.6529**	**0.1167**	**1,092.3424**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.4584 / 12.8977	137.0238	0.6720	0.0169	158.8474
General Office Building	82.8239 / 50.7631	549.5889	2.7204	0.0682	637.9216
Regional Shopping Center	38.3755 / 23.5205	254.6456	1.2605	0.0316	295.5735
Total		**941.2582**	**4.6529**	**0.1167**	**1,092.3424**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	227.7153	13.4576	0.0000	564.1549
Unmitigated	227.7153	13.4576	0.0000	564.1549

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	144.44	29.3200	1.7328	0.0000	72.6391
General Office Building	433.38	87.9722	5.1990	0.0000	217.9475
Regional Shopping Center	543.98	110.4230	6.5258	0.0000	273.5684
Total		**227.7153**	**13.4576**	**0.0000**	**564.1549**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	144.44	29.3200	1.7328	0.0000	72.6391
General Office Building	433.38	87.9722	5.1990	0.0000	217.9475
Regional Shopping Center	543.98	110.4230	6.5258	0.0000	273.5684
Total		**227.7153**	**13.4576**	**0.0000**	**564.1549**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ITC Adjusted Baseline

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	466.00	1000sqft	10.70	466,000.00	0
Apartments Mid Rise	314.00	Dwelling Unit	8.26	314,000.00	898
Regional Shopping Center	518.08	1000sqft	11.89	518,080.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Adjusted Baseline, no construction

Vehicle Trips - Using EMFAC for motor vehicle emissions

Grading -

ITC Adjusted Baseline - South Coast Air Basin, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	45.00	0.00
tblConstructionPhase	NumDays	500.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	HW_TTP	40.20	0.00
tblVehicleTrips	ST_TR	6.39	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	SU_TR	5.86	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	WD_TR	6.65	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	2.5785	0.0000	0.0000	2.3722	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	1.9870	0.0000	0.0000	1.8280	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.5794	0.0000	0.0000	0.5445	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2090	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.5785**	**0.0000**	**0.0000**	**2.3722**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	2.5785	0.0000	0.0000	2.3722	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	1.9870	0.0000	0.0000	1.8280	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.5794	0.0000	0.0000	0.5445	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2090	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.5785**	**0.0000**	**0.0000**	**2.3722**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956
Energy	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**112.0823**	**9.1448**	**187.3582**	**0.4231**	**0.0000**	**24.3106**	**24.3106**	**0.0000**	**24.3106**	**24.3106**	**2,941.2124**	**8,562.2363**	**11,503.4487**	**8.8722**	**0.2521**	**11,800.3867**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956
Energy	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**112.0823**	**9.1448**	**187.3582**	**0.4231**	**0.0000**	**24.3106**	**24.3106**	**0.0000**	**24.3106**	**24.3106**	**2,941.2124**	**8,562.2363**	**11,503.4487**	**8.8722**	**0.2521**	**11,800.3867**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	
2	Site Preparation	Site Preparation	11/1/2018	10/31/2018	5	0	
3	Grading	Grading	2/18/2021	2/17/2021	5	0	
4	Building Construction	Building Construction	1/28/2027	1/27/2027	5	0	
5	Paving	Paving	6/27/2086	6/26/2086	5	0	
6	Architectural Coating	Architectural Coating	9/14/2090	9/13/2090	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 635,850; Residential Outdoor: 211,950; Non-Residential Indoor: 1,476,120; Non-Residential Outdoor: 492,040; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

ITC Adjusted Baseline - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	541.00	195.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	108.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
General Office Building	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Regional Shopping Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911
NaturalGas Unmitigated	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	9830.75	0.1060	0.9060	0.3855	5.7800e-003		0.0733	0.0733		0.0733	0.0733		1,156.5584	1,156.5584	0.0222	0.0212	1,163.4313
General Office Building	11669.2	0.1258	1.1440	0.9610	6.8600e-003		0.0870	0.0870		0.0870	0.0870		1,372.8413	1,372.8413	0.0263	0.0252	1,380.9994
Regional Shopping Center	2838.79	0.0306	0.2783	0.2338	1.6700e-003		0.0212	0.0212		0.0212	0.0212		333.9758	333.9758	6.4000e-003	6.1200e-003	335.9605
Total		**0.2625**	**2.3283**	**1.5803**	**0.0143**		**0.1814**	**0.1814**		**0.1814**	**0.1814**		**2,863.3755**	**2,863.3755**	**0.0549**	**0.0525**	**2,880.3911**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	9.83075	0.1060	0.9060	0.3855	5.7800e-003		0.0733	0.0733		0.0733	0.0733		1,156.5584	1,156.5584	0.0222	0.0212	1,163.4313
General Office Building	11.6692	0.1258	1.1440	0.9610	6.8600e-003		0.0870	0.0870		0.0870	0.0870		1,372.8413	1,372.8413	0.0263	0.0252	1,380.9994
Regional Shopping Center	2.83879	0.0306	0.2783	0.2338	1.6700e-003		0.0212	0.0212		0.0212	0.0212		333.9758	333.9758	6.4000e-003	6.1200e-003	335.9605
Total		**0.2625**	**2.3283**	**1.5803**	**0.0143**		**0.1814**	**0.1814**		**0.1814**	**0.1814**		**2,863.3755**	**2,863.3755**	**0.0549**	**0.0525**	**2,880.3911**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956
Unmitigated	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.0376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	25.7020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	82.2793	6.5150	159.6853	0.4074		23.9859	23.9859		23.9859	23.9859	2,941.2124	5,652.0000	8,593.2124	8.7713	0.1996	8,871.9833
Landscaping	0.8010	0.3016	26.0926	1.3800e-003		0.1433	0.1433		0.1433	0.1433		46.8608	46.8608	0.0461		48.0123
Total	**111.8199**	**6.8165**	**185.7779**	**0.4088**		**24.1292**	**24.1292**		**24.1292**	**24.1292**	**2,941.2124**	**5,698.8608**	**8,640.0732**	**8.8173**	**0.1996**	**8,919.9956**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.0376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	25.7020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	82.2793	6.5150	159.6853	0.4074		23.9859	23.9859		23.9859	23.9859	2,941.2124	5,652.0000	8,593.2124	8.7713	0.1996	8,871.9833
Landscaping	0.8010	0.3016	26.0926	1.3800e-003		0.1433	0.1433		0.1433	0.1433		46.8608	46.8608	0.0461		48.0123
Total	**111.8199**	**6.8165**	**185.7779**	**0.4088**		**24.1292**	**24.1292**		**24.1292**	**24.1292**	**2,941.2124**	**5,698.8608**	**8,640.0732**	**8.8173**	**0.1996**	**8,919.9956**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ITC Adjusted Baseline

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	466.00	1000sqft	10.70	466,000.00	0
Apartments Mid Rise	314.00	Dwelling Unit	8.26	314,000.00	898
Regional Shopping Center	518.08	1000sqft	11.89	518,080.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Adjusted Baseline, no construction

Vehicle Trips - Using EMFAC for motor vehicle emissions

Grading -

ITC Adjusted Baseline - South Coast Air Basin, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	45.00	0.00
tblConstructionPhase	NumDays	500.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	HW_TTP	40.20	0.00
tblVehicleTrips	ST_TR	6.39	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	SU_TR	5.86	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	WD_TR	6.65	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	2.5785	0.0000	0.0000	2.3722	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	1.9870	0.0000	0.0000	1.8280	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.5799	0.0000	0.0000	0.5449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2090	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.5785**	**0.0000**	**0.0000**	**2.3722**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	2.5785	0.0000	0.0000	2.3722	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	1.9870	0.0000	0.0000	1.8280	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.5799	0.0000	0.0000	0.5449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2090	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.5785**	**0.0000**	**0.0000**	**2.3722**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956
Energy	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**112.0823**	**9.1448**	**187.3582**	**0.4231**	**0.0000**	**24.3106**	**24.3106**	**0.0000**	**24.3106**	**24.3106**	**2,941.2124**	**8,562.2363**	**11,503.4487**	**8.8722**	**0.2521**	**11,800.3867**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956
Energy	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**112.0823**	**9.1448**	**187.3582**	**0.4231**	**0.0000**	**24.3106**	**24.3106**	**0.0000**	**24.3106**	**24.3106**	**2,941.2124**	**8,562.2363**	**11,503.4487**	**8.8722**	**0.2521**	**11,800.3867**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	
2	Site Preparation	Site Preparation	11/1/2018	10/31/2018	5	0	
3	Grading	Grading	2/18/2021	2/17/2021	5	0	
4	Building Construction	Building Construction	1/28/2027	1/27/2027	5	0	
5	Paving	Paving	6/27/2086	6/26/2086	5	0	
6	Architectural Coating	Architectural Coating	9/14/2090	9/13/2090	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 635,850; Residential Outdoor: 211,950; Non-Residential Indoor: 1,476,120; Non-Residential Outdoor: 492,040; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

ITC Adjusted Baseline - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	541.00	195.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	108.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2086

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2090

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
General Office Building	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Regional Shopping Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911
NaturalGas Unmitigated	0.2625	2.3283	1.5803	0.0143		0.1814	0.1814		0.1814	0.1814		2,863.3755	2,863.3755	0.0549	0.0525	2,880.3911

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	9830.75	0.1060	0.9060	0.3855	5.7800e-003		0.0733	0.0733		0.0733	0.0733		1,156.5584	1,156.5584	0.0222	0.0212	1,163.4313
General Office Building	11669.2	0.1258	1.1440	0.9610	6.8600e-003		0.0870	0.0870		0.0870	0.0870		1,372.8413	1,372.8413	0.0263	0.0252	1,380.9994
Regional Shopping Center	2838.79	0.0306	0.2783	0.2338	1.6700e-003		0.0212	0.0212		0.0212	0.0212		333.9758	333.9758	6.4000e-003	6.1200e-003	335.9605
Total		**0.2625**	**2.3283**	**1.5803**	**0.0143**		**0.1814**	**0.1814**		**0.1814**	**0.1814**		**2,863.3755**	**2,863.3755**	**0.0549**	**0.0525**	**2,880.3911**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	9.83075	0.1060	0.9060	0.3855	5.7800e-003		0.0733	0.0733		0.0733	0.0733		1,156.5584	1,156.5584	0.0222	0.0212	1,163.4313
General Office Building	11.6692	0.1258	1.1440	0.9610	6.8600e-003		0.0870	0.0870		0.0870	0.0870		1,372.8413	1,372.8413	0.0263	0.0252	1,380.9994
Regional Shopping Center	2.83879	0.0306	0.2783	0.2338	1.6700e-003		0.0212	0.0212		0.0212	0.0212		333.9758	333.9758	6.4000e-003	6.1200e-003	335.9605
Total		**0.2625**	**2.3283**	**1.5803**	**0.0143**		**0.1814**	**0.1814**		**0.1814**	**0.1814**		**2,863.3755**	**2,863.3755**	**0.0549**	**0.0525**	**2,880.3911**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956
Unmitigated	111.8199	6.8165	185.7779	0.4088		24.1292	24.1292		24.1292	24.1292	2,941.2124	5,698.8608	8,640.0732	8.8173	0.1996	8,919.9956

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.0376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	25.7020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	82.2793	6.5150	159.6853	0.4074		23.9859	23.9859		23.9859	23.9859	2,941.2124	5,652.0000	8,593.2124	8.7713	0.1996	8,871.9833
Landscaping	0.8010	0.3016	26.0926	1.3800e-003		0.1433	0.1433		0.1433	0.1433		46.8608	46.8608	0.0461		48.0123
Total	**111.8199**	**6.8165**	**185.7779**	**0.4088**		**24.1292**	**24.1292**		**24.1292**	**24.1292**	**2,941.2124**	**5,698.8608**	**8,640.0732**	**8.8173**	**0.1996**	**8,919.9956**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.0376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	25.7020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	82.2793	6.5150	159.6853	0.4074		23.9859	23.9859		23.9859	23.9859	2,941.2124	5,652.0000	8,593.2124	8.7713	0.1996	8,871.9833
Landscaping	0.8010	0.3016	26.0926	1.3800e-003		0.1433	0.1433		0.1433	0.1433		46.8608	46.8608	0.0461		48.0123
Total	**111.8199**	**6.8165**	**185.7779**	**0.4088**		**24.1292**	**24.1292**		**24.1292**	**24.1292**	**2,941.2124**	**5,698.8608**	**8,640.0732**	**8.8173**	**0.1996**	**8,919.9956**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ITC Existing Uses

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.20	1000sqft	0.03	1,200.00	0
High Turnover (Sit Down Restaurant)	4.76	1000sqft	0.11	4,760.00	0
High Turnover (Sit Down Restaurant)	4.61	1000sqft	0.11	4,610.00	0
Automobile Care Center	44.00	1000sqft	1.01	44,000.00	0
Free-Standing Discount Store	22.19	1000sqft	0.51	22,190.00	0
Free-Standing Discount Store	5.00	1000sqft	0.11	5,000.00	0
Free-Standing Discount Store	16.57	1000sqft	0.38	16,570.00	0
Gasoline/Service Station	6.00	Pump	0.02	202.00	0
Regional Shopping Center	12.30	1000sqft	0.28	12,300.00	0
Regional Shopping Center	25.50	1000sqft	0.59	25,500.00	0
Regional Shopping Center	7.35	1000sqft	0.17	7,350.00	0
Supermarket	76.40	1000sqft	1.75	76,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - '

Construction Phase - Existing Uses, no construction

Vehicle Trips - Using EMFAC for motor vehicle emissions

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	230.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblGrading	AcresOfGrading	0.00	10.00
tblLandUse	LandUseSquareFeet	847.05	202.00
tblSolidWaste	SolidWasteGenerationRate	188.20	188.24
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	71.07	0.00
tblVehicleTrips	ST_TR	168.56	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	177.59	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	56.36	0.00
tblVehicleTrips	SU_TR	168.56	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	25.24	0.00

tblVehicleTrips	SU_TR	166.44	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	57.24	0.00
tblVehicleTrips	WD_TR	168.56	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	102.24	0.00
tblWater	IndoorWaterUseRate	3,241,413.54	3,242,154.27
tblWater	OutdoorWaterUseRate	1,986,672.81	1,987,126.81

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8979	3.0000e-005	2.9000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6100e-003	5.6100e-003	2.0000e-005	0.0000	5.9800e-003
Energy	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	1,794.9003	1,794.9003	0.0677	0.0182	1,802.0047
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	195.6102	0.0000	195.6102	11.5602	0.0000	484.6160
Water						0.0000	0.0000		0.0000	0.0000	7.4338	122.4136	129.8474	0.7686	0.0191	154.7460
Total	**0.9270**	**0.2654**	**0.2258**	**1.5900e-003**	**0.0000**	**0.0202**	**0.0202**	**0.0000**	**0.0202**	**0.0202**	**203.0441**	**1,917.3195**	**2,120.3635**	**12.3965**	**0.0372**	**2,441.3727**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8979	3.0000e-005	2.9000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6100e-003	5.6100e-003	2.0000e-005	0.0000	5.9800e-003
Energy	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	1,794.9003	1,794.9003	0.0677	0.0182	1,802.0047
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	195.6102	0.0000	195.6102	11.5602	0.0000	484.6160
Water						0.0000	0.0000		0.0000	0.0000	7.4338	122.4136	129.8474	0.7686	0.0191	154.7460
Total	**0.9270**	**0.2654**	**0.2258**	**1.5900e-003**	**0.0000**	**0.0202**	**0.0202**	**0.0000**	**0.0202**	**0.0202**	**203.0441**	**1,917.3195**	**2,120.3635**	**12.3965**	**0.0372**	**2,441.3727**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

ITC Existing Uses - South Coast Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	12/31/2018	5	0	
2	Site Preparation	Site Preparation	1/29/2019	1/28/2019	5	0	
3	Grading	Grading	2/12/2019	2/11/2019	5	0	
4	Building Construction	Building Construction	3/12/2019	3/11/2019	5	0	
5	Paving	Paving	1/28/2020	1/27/2020	5	0	
6	Architectural Coating	Architectural Coating	2/25/2020	2/24/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 331,104; Non-Residential Outdoor: 110,368; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

ITC Existing Uses - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	72.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Supermarket	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Free-Standing Discount Store	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Gasoline/Service Station	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
High Turnover (Sit Down Restaurant)	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Regional Shopping Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Supermarket	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,506.0594	1,506.0594	0.0622	0.0129	1,511.4474
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,506.0594	1,506.0594	0.0622	0.0129	1,511.4474
NaturalGas Mitigated	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	288.8409	288.8409	5.5400e-003	5.3000e-003	290.5574
NaturalGas Unmitigated	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	288.8409	288.8409	5.5400e-003	5.3000e-003	290.5574

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	919600	4.9600e-003	0.0451	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.0734	49.0734	9.4000e-004	9.0000e-004	49.3650
Free-Standing Discount Store	10000	5.0000e-005	4.9000e-004	4.1000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5336	0.5336	1.0000e-005	1.0000e-005	0.5368
Free-Standing Discount Store	33140	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7685	1.7685	3.0000e-005	3.0000e-005	1.7790
Free-Standing Discount Store	44380	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3683	2.3683	5.0000e-005	4.0000e-005	2.3824
Gasoline/Service Station	4221.8	2.0000e-005	2.1000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2253	0.2253	0.0000	0.0000	0.2266
High Turnover (Sit Down Restaurant)	1.19547e+006	6.4500e-003	0.0586	0.0492	3.5000e-004		4.4500e-003	4.4500e-003		4.4500e-003	4.4500e-003	0.0000	63.7946	63.7946	1.2200e-003	1.1700e-003	64.1737
High Turnover (Sit Down Restaurant)	1.23436e+006	6.6600e-003	0.0605	0.0508	3.6000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	65.8703	65.8703	1.2600e-003	1.2100e-003	66.2618
High Turnover (Sit Down Restaurant)	311184	1.6800e-003	0.0153	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	16.6060	16.6060	3.2000e-004	3.0000e-004	16.7046
Regional Shopping Center	14700	8.0000e-005	7.2000e-004	6.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7845	0.7845	2.0000e-005	1.0000e-005	0.7891
Regional Shopping Center	24600	1.3000e-004	1.2100e-003	1.0100e-003	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.3128	1.3128	3.0000e-005	2.0000e-005	1.3206
Regional Shopping Center	51000	2.8000e-004	2.5000e-003	2.1000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7216	2.7216	5.0000e-005	5.0000e-005	2.7377
Supermarket	1.57002e+006	8.4700e-003	0.0770	0.0647	4.6000e-004		5.8500e-003	5.8500e-003		5.8500e-003	5.8500e-003	0.0000	83.7823	83.7823	1.6100e-003	1.5400e-003	84.2801
Total		**0.0292**	**0.2653**	**0.2229**	**1.5700e-003**		**0.0202**	**0.0202**		**0.0202**	**0.0202**	**0.0000**	**288.8409**	**288.8409**	**5.5400e-003**	**5.2800e-003**	**290.5574**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	919600	4.9600e-003	0.0451	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.0734	49.0734	9.4000e-004	9.0000e-004	49.3650
Free-Standing Discount Store	10000	5.0000e-005	4.9000e-004	4.1000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5336	0.5336	1.0000e-005	1.0000e-005	0.5368
Free-Standing Discount Store	33140	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7685	1.7685	3.0000e-005	3.0000e-005	1.7790
Free-Standing Discount Store	44380	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3683	2.3683	5.0000e-005	4.0000e-005	2.3824
Gasoline/Service Station	4221.8	2.0000e-005	2.1000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2253	0.2253	0.0000	0.0000	0.2266
High Turnover (Sit Down Restaurant)	1.19547e+006	6.4500e-003	0.0586	0.0492	3.5000e-004		4.4500e-003	4.4500e-003		4.4500e-003	4.4500e-003	0.0000	63.7946	63.7946	1.2200e-003	1.1700e-003	64.1737
High Turnover (Sit Down Restaurant)	1.23436e+006	6.6600e-003	0.0605	0.0508	3.6000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	65.8703	65.8703	1.2600e-003	1.2100e-003	66.2618
High Turnover (Sit Down Restaurant)	311184	1.6800e-003	0.0153	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	16.6060	16.6060	3.2000e-004	3.0000e-004	16.7046
Regional Shopping Center	14700	8.0000e-005	7.2000e-004	6.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7845	0.7845	2.0000e-005	1.0000e-005	0.7891
Regional Shopping Center	24600	1.3000e-004	1.2100e-003	1.0100e-003	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.3128	1.3128	3.0000e-005	2.0000e-005	1.3206
Regional Shopping Center	51000	2.8000e-004	2.5000e-003	2.1000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7216	2.7216	5.0000e-005	5.0000e-005	2.7377
Supermarket	1.57002e+006	8.4700e-003	0.0770	0.0647	4.6000e-004		5.8500e-003	5.8500e-003		5.8500e-003	5.8500e-003	0.0000	83.7823	83.7823	1.6100e-003	1.5400e-003	84.2801
Total		**0.0292**	**0.2653**	**0.2229**	**1.5700e-003**		**0.0202**	**0.0202**		**0.0202**	**0.0202**	**0.0000**	**288.8409**	**288.8409**	**5.5400e-003**	**5.2800e-003**	**290.5574**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	371800	118.4635	4.8900e-003	1.0100e-003	118.8873
Free-Standing Discount Store	189561	60.3981	2.4900e-003	5.2000e-004	60.6142
Free-Standing Discount Store	253854	80.8832	3.3400e-003	6.9000e-004	81.1726
Free-Standing Discount Store	57200	18.2252	7.5000e-004	1.6000e-004	18.2904
Gasoline/Service Station	1706.9	0.5439	2.0000e-005	0.0000	0.5458
High Turnover (Sit Down Restaurant)	168173	53.5835	2.2100e-003	4.6000e-004	53.7752
High Turnover (Sit Down Restaurant)	173645	55.3270	2.2800e-003	4.7000e-004	55.5249
High Turnover (Sit Down Restaurant)	43776	13.9480	5.8000e-004	1.2000e-004	13.9979
Regional Shopping Center	140712	44.8339	1.8500e-003	3.8000e-004	44.9943
Regional Shopping Center	291720	92.9482	3.8400e-003	7.9000e-004	93.2808
Regional Shopping Center	84084	26.7910	1.1100e-003	2.3000e-004	26.8868
Supermarket	2.95057e+006	940.1142	0.0388	8.0300e-003	943.4775
Total		**1,506.0594**	**0.0622**	**0.0129**	**1,511.4474**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	371800	118.4635	4.8900e-003	1.0100e-003	118.8873
Free-Standing Discount Store	189561	60.3981	2.4900e-003	5.2000e-004	60.6142
Free-Standing Discount Store	253854	80.8832	3.3400e-003	6.9000e-004	81.1726
Free-Standing Discount Store	57200	18.2252	7.5000e-004	1.6000e-004	18.2904
Gasoline/Service Station	1706.9	0.5439	2.0000e-005	0.0000	0.5458
High Turnover (Sit Down Restaurant)	168173	53.5835	2.2100e-003	4.6000e-004	53.7752
High Turnover (Sit Down Restaurant)	173645	55.3270	2.2800e-003	4.7000e-004	55.5249
High Turnover (Sit Down Restaurant)	43776	13.9480	5.8000e-004	1.2000e-004	13.9979
Regional Shopping Center	140712	44.8339	1.8500e-003	3.8000e-004	44.9943
Regional Shopping Center	291720	92.9482	3.8400e-003	7.9000e-004	93.2808
Regional Shopping Center	84084	26.7910	1.1100e-003	2.3000e-004	26.8868
Supermarket	2.95057e+006	940.1142	0.0388	8.0300e-003	943.4775
Total		**1,506.0594**	**0.0622**	**0.0129**	**1,511.4474**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8979	3.0000e-005	2.9000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6100e-003	5.6100e-003	2.0000e-005	0.0000	5.9800e-003
Unmitigated	0.8979	3.0000e-005	2.9000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6100e-003	5.6100e-003	2.0000e-005	0.0000	5.9800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1023					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7953					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-004	3.0000e-005	2.9000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6100e-003	5.6100e-003	2.0000e-005	0.0000	5.9800e-003
Total	**0.8979**	**3.0000e-005**	**2.9000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.6100e-003**	**5.6100e-003**	**2.0000e-005**	**0.0000**	**5.9800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1023					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7953					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-004	3.0000e-005	2.9000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6100e-003	5.6100e-003	2.0000e-005	0.0000	5.9800e-003
Total	**0.8979**	**3.0000e-005**	**2.9000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.6100e-003**	**5.6100e-003**	**2.0000e-005**	**0.0000**	**5.9800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

ITC Existing Uses - South Coast Air Basin, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	129.8474	0.7686	0.0191	154.7460
Unmitigated	129.8474	0.7686	0.0191	154.7460

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.13957 / 2.53716	27.4687	0.1360	3.4100e-003	31.8835
Free-Standing Discount Store	3.24215 / 1.98713	21.5137	0.1065	2.6700e-003	24.9715
Gasoline/Service Station	0.0796913 / 0.0488431	0.5288	2.6200e-003	7.0000e-005	0.6138
High Turnover (Sit Down Restaurant)	3.20835 / 0.204788	15.0535	0.1051	2.5900e-003	18.4529
Regional Shopping Center	3.34437 / 2.04978	22.1920	0.1099	2.7500e-003	25.7588
Supermarket	9.41769 / 0.291269	43.0907	0.3085	7.5900e-003	53.0654
Total		**129.8474**	**0.7686**	**0.0191**	**154.7460**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.13957 / 2.53716	27.4687	0.1360	3.4100e-003	31.8835
Free-Standing Discount Store	3.24215 / 1.98713	21.5137	0.1065	2.6700e-003	24.9715
Gasoline/Service Station	0.0796913 / 0.0488431	0.5288	2.6200e-003	7.0000e-005	0.6138
High Turnover (Sit Down Restaurant)	3.20835 / 0.204788	15.0535	0.1051	2.5900e-003	18.4529
Regional Shopping Center	3.34437 / 2.04978	22.1920	0.1099	2.7500e-003	25.7588
Supermarket	9.41769 / 0.291269	43.0907	0.3085	7.5900e-003	53.0654
Total		**129.8474**	**0.7686**	**0.0191**	**154.7460**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	195.6102	11.5602	0.0000	484.6160
Unmitigated	195.6102	11.5602	0.0000	484.6160

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	168.08	34.1187	2.0164	0.0000	84.5277
Free-Standing Discount Store	188.24	38.2110	2.2582	0.0000	94.6662
Gasoline/Service Station	3.23	0.6557	0.0388	0.0000	1.6244
High Turnover (Sit Down Restaurant)	125.78	25.5322	1.5089	0.0000	63.2550
Regional Shopping Center	47.41	9.6238	0.5688	0.0000	23.8426
Supermarket	430.9	87.4688	5.1693	0.0000	216.7003
Total		**195.6102**	**11.5602**	**0.0000**	**484.6160**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	168.08	34.1187	2.0164	0.0000	84.5277
Free-Standing Discount Store	188.24	38.2110	2.2582	0.0000	94.6662
Gasoline/Service Station	3.23	0.6557	0.0388	0.0000	1.6244
High Turnover (Sit Down Restaurant)	125.78	25.5322	1.5089	0.0000	63.2550
Regional Shopping Center	47.41	9.6238	0.5688	0.0000	23.8426
Supermarket	430.9	87.4688	5.1693	0.0000	216.7003
Total		**195.6102**	**11.5602**	**0.0000**	**484.6160**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ITC Existing Uses

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.20	1000sqft	0.03	1,200.00	0
High Turnover (Sit Down Restaurant)	4.76	1000sqft	0.11	4,760.00	0
High Turnover (Sit Down Restaurant)	4.61	1000sqft	0.11	4,610.00	0
Automobile Care Center	44.00	1000sqft	1.01	44,000.00	0
Free-Standing Discount Store	22.19	1000sqft	0.51	22,190.00	0
Free-Standing Discount Store	5.00	1000sqft	0.11	5,000.00	0
Free-Standing Discount Store	16.57	1000sqft	0.38	16,570.00	0
Gasoline/Service Station	6.00	Pump	0.02	202.00	0
Regional Shopping Center	12.30	1000sqft	0.28	12,300.00	0
Regional Shopping Center	25.50	1000sqft	0.59	25,500.00	0
Regional Shopping Center	7.35	1000sqft	0.17	7,350.00	0
Supermarket	76.40	1000sqft	1.75	76,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - '

Construction Phase - Existing Uses, no construction

Vehicle Trips - Using EMFAC for motor vehicle emissions

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	230.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblGrading	AcresOfGrading	0.00	10.00
tblLandUse	LandUseSquareFeet	847.05	202.00
tblSolidWaste	SolidWasteGenerationRate	188.20	188.24
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	71.07	0.00
tblVehicleTrips	ST_TR	168.56	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	177.59	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	56.36	0.00
tblVehicleTrips	SU_TR	168.56	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	25.24	0.00

tblVehicleTrips	SU_TR	166.44	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	57.24	0.00
tblVehicleTrips	WD_TR	168.56	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	102.24	0.00
tblWater	IndoorWaterUseRate	3,241,413.54	3,242,154.27
tblWater	OutdoorWaterUseRate	1,986,672.81	1,987,126.81

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	5.1142	0.0000	0.0000	4.7321	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.8662	0.0000	0.0000	0.8058	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1142**	**0.0000**	**0.0000**	**4.7321**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	5.1142	0.0000	0.0000	4.7321	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.8662	0.0000	0.0000	0.8058	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1142**	**0.0000**	**0.0000**	**4.7321**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Energy	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0803**	**1.4541**	**1.2444**	**8.7200e-003**	**0.0000**	**0.1106**	**0.1106**	**0.0000**	**0.1106**	**0.1106**		**1,744.6664**	**1,744.6664**	**0.0336**	**0.0320**	**1,755.0371**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Energy	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0803**	**1.4541**	**1.2444**	**8.7200e-003**	**0.0000**	**0.1106**	**0.1106**	**0.0000**	**0.1106**	**0.1106**		**1,744.6664**	**1,744.6664**	**0.0336**	**0.0320**	**1,755.0371**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	12/31/2018	5	0	
2	Site Preparation	Site Preparation	1/29/2019	1/28/2019	5	0	
3	Grading	Grading	2/12/2019	2/11/2019	5	0	
4	Building Construction	Building Construction	3/12/2019	3/11/2019	5	0	
5	Paving	Paving	1/28/2020	1/27/2020	5	0	
6	Architectural Coating	Architectural Coating	2/25/2020	2/24/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 331,104; Non-Residential Outdoor: 110,368; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

ITC Existing Uses - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	72.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Supermarket	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Free-Standing Discount Store	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Gasoline/Service Station	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
High Turnover (Sit Down Restaurant)	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Regional Shopping Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Supermarket	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

ITC Existing Uses - South Coast Air Basin, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844
NaturalGas Unmitigated	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2519.45	0.0272	0.2470	0.2075	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.4061	296.4061	5.6800e-003	5.4300e-003	298.1675
Free-Standing Discount Store	121.589	1.3100e-003	0.0119	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3046	14.3046	2.7000e-004	2.6000e-004	14.3896
Free-Standing Discount Store	27.3973	3.0000e-004	2.6900e-003	2.2600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.2232	3.2232	6.0000e-005	6.0000e-005	3.2424
Free-Standing Discount Store	90.7945	9.8000e-004	8.9000e-003	7.4800e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004		10.6817	10.6817	2.0000e-004	2.0000e-004	10.7452
Gasoline/Service Station	11.5666	1.2000e-004	1.1300e-003	9.5000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		1.3608	1.3608	3.0000e-005	2.0000e-005	1.3689
High Turnover (Sit Down Restaurant)	3275.25	0.0353	0.3211	0.2697	1.9300e-003		0.0244	0.0244		0.0244	0.0244		385.3232	385.3232	7.3900e-003	7.0600e-003	387.6130
High Turnover (Sit Down Restaurant)	3381.82	0.0365	0.3316	0.2785	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.8608	397.8608	7.6300e-003	7.2900e-003	400.2251
High Turnover (Sit Down Restaurant)	852.559	9.1900e-003	0.0836	0.0702	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003		100.3011	100.3011	1.9200e-003	1.8400e-003	100.8971
Regional Shopping Center	139.726	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4384	16.4384	3.2000e-004	3.0000e-004	16.5360
Regional Shopping Center	40.274	4.3000e-004	3.9500e-003	3.3200e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7381	4.7381	9.0000e-005	9.0000e-005	4.7663
Regional Shopping Center	67.3973	7.3000e-004	6.6100e-003	5.5500e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004		7.9291	7.9291	1.5000e-004	1.5000e-004	7.9762
Supermarket	4301.42	0.0464	0.4217	0.3542	2.5300e-003		0.0321	0.0321		0.0321	0.0321		506.0500	506.0500	9.7000e-003	9.2800e-003	509.0572
Total		**0.1599**	**1.4539**	**1.2212**	**8.7200e-003**		**0.1105**	**0.1105**		**0.1105**	**0.1105**		**1,744.6170**	**1,744.6170**	**0.0334**	**0.0320**	**1,754.9844**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2.51945	0.0272	0.2470	0.2075	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.4061	296.4061	5.6800e-003	5.4300e-003	298.1675
Free-Standing Discount Store	0.0907945	9.8000e-004	8.9000e-003	7.4800e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004		10.6817	10.6817	2.0000e-004	2.0000e-004	10.7452
Free-Standing Discount Store	0.121589	1.3100e-003	0.0119	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3046	14.3046	2.7000e-004	2.6000e-004	14.3896
Free-Standing Discount Store	0.0273973	3.0000e-004	2.6900e-003	2.2600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.2232	3.2232	6.0000e-005	6.0000e-005	3.2424
Gasoline/Service Station	0.0115666	1.2000e-004	1.1300e-003	9.5000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		1.3608	1.3608	3.0000e-005	2.0000e-005	1.3689
High Turnover (Sit Down Restaurant)	0.852559	9.1900e-003	0.0836	0.0702	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003		100.3011	100.3011	1.9200e-003	1.8400e-003	100.8971
High Turnover (Sit Down Restaurant)	3.27525	0.0353	0.3211	0.2697	1.9300e-003		0.0244	0.0244		0.0244	0.0244		385.3232	385.3232	7.3900e-003	7.0600e-003	387.6130
High Turnover (Sit Down Restaurant)	3.38182	0.0365	0.3316	0.2785	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.8608	397.8608	7.6300e-003	7.2900e-003	400.2251
Regional Shopping Center	0.040274	4.3000e-004	3.9500e-003	3.3200e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7381	4.7381	9.0000e-005	9.0000e-005	4.7663
Regional Shopping Center	0.0673973	7.3000e-004	6.6100e-003	5.5500e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004		7.9291	7.9291	1.5000e-004	1.5000e-004	7.9762
Regional Shopping Center	0.139726	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4384	16.4384	3.2000e-004	3.0000e-004	16.5360
Supermarket	4.30142	0.0464	0.4217	0.3542	2.5300e-003		0.0321	0.0321		0.0321	0.0321		506.0500	506.0500	9.7000e-003	9.2800e-003	509.0572
Total		**0.1599**	**1.4539**	**1.2212**	**8.7200e-003**		**0.1105**	**0.1105**		**0.1105**	**0.1105**		**1,744.6170**	**1,744.6170**	**0.0334**	**0.0320**	**1,754.9844**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Unmitigated	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.3576					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1800e-003	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Total	**4.9204**	**2.1000e-004**	**0.0232**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0494**	**0.0494**	**1.3000e-004**		**0.0528**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.3576					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1800e-003	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Total	**4.9204**	**2.1000e-004**	**0.0232**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0494**	**0.0494**	**1.3000e-004**		**0.0528**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ITC Existing Uses

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.20	1000sqft	0.03	1,200.00	0
High Turnover (Sit Down Restaurant)	4.76	1000sqft	0.11	4,760.00	0
High Turnover (Sit Down Restaurant)	4.61	1000sqft	0.11	4,610.00	0
Automobile Care Center	44.00	1000sqft	1.01	44,000.00	0
Free-Standing Discount Store	22.19	1000sqft	0.51	22,190.00	0
Free-Standing Discount Store	5.00	1000sqft	0.11	5,000.00	0
Free-Standing Discount Store	16.57	1000sqft	0.38	16,570.00	0
Gasoline/Service Station	6.00	Pump	0.02	202.00	0
Regional Shopping Center	12.30	1000sqft	0.28	12,300.00	0
Regional Shopping Center	25.50	1000sqft	0.59	25,500.00	0
Regional Shopping Center	7.35	1000sqft	0.17	7,350.00	0
Supermarket	76.40	1000sqft	1.75	76,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - '

Construction Phase - Existing Uses, no construction

Vehicle Trips - Using EMFAC for motor vehicle emissions

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	230.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblGrading	AcresOfGrading	0.00	10.00
tblLandUse	LandUseSquareFeet	847.05	202.00
tblSolidWaste	SolidWasteGenerationRate	188.20	188.24
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	71.07	0.00
tblVehicleTrips	ST_TR	168.56	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	177.59	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	56.36	0.00
tblVehicleTrips	SU_TR	168.56	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	25.24	0.00

tblVehicleTrips	SU_TR	166.44	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	57.24	0.00
tblVehicleTrips	WD_TR	168.56	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	102.24	0.00
tblWater	IndoorWaterUseRate	3,241,413.54	3,242,154.27
tblWater	OutdoorWaterUseRate	1,986,672.81	1,987,126.81

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	5.1146	0.0000	0.0000	4.7325	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.8662	0.0000	0.0000	0.8058	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1146**	**0.0000**	**0.0000**	**4.7325**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	5.1146	0.0000	0.0000	4.7325	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.8662	0.0000	0.0000	0.8058	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1146**	**0.0000**	**0.0000**	**4.7325**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Energy	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0803**	**1.4541**	**1.2444**	**8.7200e-003**	**0.0000**	**0.1106**	**0.1106**	**0.0000**	**0.1106**	**0.1106**		**1,744.6664**	**1,744.6664**	**0.0336**	**0.0320**	**1,755.0371**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Energy	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0803**	**1.4541**	**1.2444**	**8.7200e-003**	**0.0000**	**0.1106**	**0.1106**	**0.0000**	**0.1106**	**0.1106**		**1,744.6664**	**1,744.6664**	**0.0336**	**0.0320**	**1,755.0371**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	12/31/2018	5	0	
2	Site Preparation	Site Preparation	1/29/2019	1/28/2019	5	0	
3	Grading	Grading	2/12/2019	2/11/2019	5	0	
4	Building Construction	Building Construction	3/12/2019	3/11/2019	5	0	
5	Paving	Paving	1/28/2020	1/27/2020	5	0	
6	Architectural Coating	Architectural Coating	2/25/2020	2/24/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 331,104; Non-Residential Outdoor: 110,368; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

ITC Existing Uses - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	72.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Free-Standing Discount Store	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Supermarket	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Free-Standing Discount Store	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Gasoline/Service Station	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
High Turnover (Sit Down Restaurant)	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Regional Shopping Center	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Supermarket	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

ITC Existing Uses - South Coast Air Basin, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844
NaturalGas Unmitigated	0.1599	1.4539	1.2212	8.7200e-003		0.1105	0.1105		0.1105	0.1105		1,744.6170	1,744.6170	0.0334	0.0320	1,754.9844

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2519.45	0.0272	0.2470	0.2075	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.4061	296.4061	5.6800e-003	5.4300e-003	298.1675
Free-Standing Discount Store	121.589	1.3100e-003	0.0119	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3046	14.3046	2.7000e-004	2.6000e-004	14.3896
Free-Standing Discount Store	27.3973	3.0000e-004	2.6900e-003	2.2600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.2232	3.2232	6.0000e-005	6.0000e-005	3.2424
Free-Standing Discount Store	90.7945	9.8000e-004	8.9000e-003	7.4800e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004		10.6817	10.6817	2.0000e-004	2.0000e-004	10.7452
Gasoline/Service Station	11.5666	1.2000e-004	1.1300e-003	9.5000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		1.3608	1.3608	3.0000e-005	2.0000e-005	1.3689
High Turnover (Sit Down Restaurant)	3275.25	0.0353	0.3211	0.2697	1.9300e-003		0.0244	0.0244		0.0244	0.0244		385.3232	385.3232	7.3900e-003	7.0600e-003	387.6130
High Turnover (Sit Down Restaurant)	3381.82	0.0365	0.3316	0.2785	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.8608	397.8608	7.6300e-003	7.2900e-003	400.2251
High Turnover (Sit Down Restaurant)	852.559	9.1900e-003	0.0836	0.0702	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003		100.3011	100.3011	1.9200e-003	1.8400e-003	100.8971
Regional Shopping Center	139.726	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4384	16.4384	3.2000e-004	3.0000e-004	16.5360
Regional Shopping Center	40.274	4.3000e-004	3.9500e-003	3.3200e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7381	4.7381	9.0000e-005	9.0000e-005	4.7663
Regional Shopping Center	67.3973	7.3000e-004	6.6100e-003	5.5500e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004		7.9291	7.9291	1.5000e-004	1.5000e-004	7.9762
Supermarket	4301.42	0.0464	0.4217	0.3542	2.5300e-003		0.0321	0.0321		0.0321	0.0321		506.0500	506.0500	9.7000e-003	9.2800e-003	509.0572
Total		**0.1599**	**1.4539**	**1.2212**	**8.7200e-003**		**0.1105**	**0.1105**		**0.1105**	**0.1105**		**1,744.6170**	**1,744.6170**	**0.0334**	**0.0320**	**1,754.9844**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2.51945	0.0272	0.2470	0.2075	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.4061	296.4061	5.6800e-003	5.4300e-003	298.1675
Free-Standing Discount Store	0.0273973	3.0000e-004	2.6900e-003	2.2600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.2232	3.2232	6.0000e-005	6.0000e-005	3.2424
Free-Standing Discount Store	0.0907945	9.8000e-004	8.9000e-003	7.4800e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004		10.6817	10.6817	2.0000e-004	2.0000e-004	10.7452
Free-Standing Discount Store	0.121589	1.3100e-003	0.0119	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3046	14.3046	2.7000e-004	2.6000e-004	14.3896
Gasoline/Service Station	0.0115666	1.2000e-004	1.1300e-003	9.5000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		1.3608	1.3608	3.0000e-005	2.0000e-005	1.3689
High Turnover (Sit Down Restaurant)	0.852559	9.1900e-003	0.0836	0.0702	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003		100.3011	100.3011	1.9200e-003	1.8400e-003	100.8971
High Turnover (Sit Down Restaurant)	3.27525	0.0353	0.3211	0.2697	1.9300e-003		0.0244	0.0244		0.0244	0.0244		385.3232	385.3232	7.3900e-003	7.0600e-003	387.6130
High Turnover (Sit Down Restaurant)	3.38182	0.0365	0.3316	0.2785	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.8608	397.8608	7.6300e-003	7.2900e-003	400.2251
Regional Shopping Center	0.040274	4.3000e-004	3.9500e-003	3.3200e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7381	4.7381	9.0000e-005	9.0000e-005	4.7663
Regional Shopping Center	0.0673973	7.3000e-004	6.6100e-003	5.5500e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004		7.9291	7.9291	1.5000e-004	1.5000e-004	7.9762
Regional Shopping Center	0.139726	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4384	16.4384	3.2000e-004	3.0000e-004	16.5360
Supermarket	4.30142	0.0464	0.4217	0.3542	2.5300e-003		0.0321	0.0321		0.0321	0.0321		506.0500	506.0500	9.7000e-003	9.2800e-003	509.0572
Total		**0.1599**	**1.4539**	**1.2212**	**8.7200e-003**		**0.1105**	**0.1105**		**0.1105**	**0.1105**		**1,744.6170**	**1,744.6170**	**0.0334**	**0.0320**	**1,754.9844**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Unmitigated	4.9204	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.3576					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1800e-003	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Total	**4.9204**	**2.1000e-004**	**0.0232**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0494**	**0.0494**	**1.3000e-004**		**0.0528**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.3576					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1800e-003	2.1000e-004	0.0232	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0494	0.0494	1.3000e-004		0.0528
Total	**4.9204**	**2.1000e-004**	**0.0232**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0494**	**0.0494**	**1.3000e-004**		**0.0528**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Inglewood Transit MSF

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	78.00	1000sqft	1.79	78,000.00	0
Parking Lot	300.00	Space	2.70	120,000.00	0
Arena	24.00	1000sqft	7.71	24,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	535	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Southern California Edison, 2018. ESG/Sustainability Template, September 27, 2018

Land Use -

Construction Phase - Construction emissions determined via EMFAC/OFFROAD

Vehicle Trips - Using EMFAC for motor vehicle emissions

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	300.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	535
tblVehicleTrips	ST_TR	10.71	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	SU_TR	10.71	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	10.71	0.00
tblVehicleTrips	WD_TR	6.97	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4258	5.0000e-005	5.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.9800e-003	9.9800e-003	3.0000e-005	0.0000	0.0106
Energy	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	333.1121	333.1121	0.0141	4.5500e-003	334.8185
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	19.7673	0.0000	19.7673	1.1682	0.0000	48.9726
Water						0.0000	0.0000		0.0000	0.0000	9.0024	91.4425	100.4449	0.9296	0.0229	130.4963
Total	**0.4373**	**0.1046**	**0.0929**	**6.3000e-004**	**0.0000**	**7.9600e-003**	**7.9600e-003**	**0.0000**	**7.9600e-003**	**7.9600e-003**	**28.7697**	**424.5646**	**453.3342**	**2.1119**	**0.0274**	**514.2979**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4258	5.0000e-005	5.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.9800e-003	9.9800e-003	3.0000e-005	0.0000	0.0106
Energy	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	333.1121	333.1121	0.0141	4.5500e-003	334.8185
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	19.7673	0.0000	19.7673	1.1682	0.0000	48.9726
Water						0.0000	0.0000		0.0000	0.0000	9.0024	91.4425	100.4449	0.9296	0.0229	130.4963
Total	**0.4373**	**0.1046**	**0.0929**	**6.3000e-004**	**0.0000**	**7.9600e-003**	**7.9600e-003**	**0.0000**	**7.9600e-003**	**7.9600e-003**	**28.7697**	**424.5646**	**453.3342**	**2.1119**	**0.0274**	**514.2979**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Inglewood Transit MSF - South Coast Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2024	4/5/2024	5	0	
2	Site Preparation	Site Preparation	5/4/2024	5/3/2024	5	0	
3	Grading	Grading	5/18/2024	5/17/2024	5	0	
4	Building Construction	Building Construction	6/29/2024	6/28/2024	5	0	
5	Paving	Paving	8/23/2025	8/22/2025	5	0	
6	Architectural Coating	Architectural Coating	9/20/2025	9/19/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 153,000; Non-Residential Outdoor: 51,000; Striped Parking Area: 7,200 (Architectural Coating – sqft)

OffRoad Equipment

Inglewood Transit MSF - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	16.60	8.40	6.90	0.00	81.00	19.00	66	28	6
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Arena	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811
General Light Industry	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811
Parking Lot	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	219.3512	219.3512	0.0119	2.4600e-003	220.3815
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	219.3512	219.3512	0.0119	2.4600e-003	220.3815
NaturalGas Mitigated	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	113.7610	113.7610	2.1800e-003	2.0900e-003	114.4370
NaturalGas Unmitigated	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	113.7610	113.7610	2.1800e-003	2.0900e-003	114.4370

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	501600	2.7000e-003	0.0246	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003	0.0000	26.7673	26.7673	5.1000e-004	4.9000e-004	26.9264
General Light Industry	1.6302e+006	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	86.9937	86.9937	1.6700e-003	1.5900e-003	87.5106
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0115**	**0.1045**	**0.0878**	**6.3000e-004**		**7.9400e-003**	**7.9400e-003**		**7.9400e-003**	**7.9400e-003**	**0.0000**	**113.7610**	**113.7610**	**2.1800e-003**	**2.0800e-003**	**114.4370**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	501600	2.7000e-003	0.0246	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003	0.0000	26.7673	26.7673	5.1000e-004	4.9000e-004	26.9264
General Light Industry	1.6302e+006	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	86.9937	86.9937	1.6700e-003	1.5900e-003	87.5106
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0115**	**0.1045**	**0.0878**	**6.3000e-004**		**7.9400e-003**	**7.9400e-003**		**7.9400e-003**	**7.9400e-003**	**0.0000**	**113.7610**	**113.7610**	**2.1800e-003**	**2.0800e-003**	**114.4370**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	202800	49.2139	2.6700e-003	5.5000e-004	49.4450
General Light Industry	659100	159.9451	8.6700e-003	1.7900e-003	160.6964
Parking Lot	42000	10.1922	5.5000e-004	1.1000e-004	10.2401
Total		**219.3511**	**0.0119**	**2.4500e-003**	**220.3815**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	202800	49.2139	2.6700e-003	5.5000e-004	49.4450
General Light Industry	659100	159.9451	8.6700e-003	1.7900e-003	160.6964
Parking Lot	42000	10.1922	5.5000e-004	1.1000e-004	10.2401
Total		**219.3511**	**0.0119**	**2.4500e-003**	**220.3815**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4258	5.0000e-005	5.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.9800e-003	9.9800e-003	3.0000e-005	0.0000	0.0106
Unmitigated	0.4258	5.0000e-005	5.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.9800e-003	9.9800e-003	3.0000e-005	0.0000	0.0106

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0490					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3763					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.7000e-004	5.0000e-005	5.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.9800e-003	9.9800e-003	3.0000e-005	0.0000	0.0106
Total	**0.4258**	**5.0000e-005**	**5.1200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.9800e-003**	**9.9800e-003**	**3.0000e-005**	**0.0000**	**0.0106**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0490					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3763					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.7000e-004	5.0000e-005	5.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.9800e-003	9.9800e-003	3.0000e-005	0.0000	0.0106
Total	**0.4258**	**5.0000e-005**	**5.1200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.9800e-003**	**9.9800e-003**	**3.0000e-005**	**0.0000**	**0.0106**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	100.4449	0.9296	0.0229	130.4963
Unmitigated	100.4449	0.9296	0.0229	130.4963

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	10.3385 / 0.659903	37.7269	0.3388	8.3400e-003	48.6812
General Light Industry	18.0375 / 0	62.7179	0.5908	0.0145	81.8151
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**100.4449**	**0.9296**	**0.0229**	**130.4963**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	10.3385 / 0.659903	37.7269	0.3388	8.3400e-003	48.6812
General Light Industry	18.0375 / 0	62.7179	0.5908	0.0145	81.8151
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**100.4449**	**0.9296**	**0.0229**	**130.4963**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.7673	1.1682	0.0000	48.9726
Unmitigated	19.7673	1.1682	0.0000	48.9726

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	0.66	0.1340	7.9200e-003	0.0000	0.3319
General Light Industry	96.72	19.6333	1.1603	0.0000	48.6406
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.7673**	**1.1682**	**0.0000**	**48.9726**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	0.66	0.1340	7.9200e-003	0.0000	0.3319
General Light Industry	96.72	19.6333	1.1603	0.0000	48.6406
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.7673**	**1.1682**	**0.0000**	**48.9726**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Inglewood Transit MSF

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	78.00	1000sqft	1.79	78,000.00	0
Parking Lot	300.00	Space	2.70	120,000.00	0
Arena	24.00	1000sqft	7.71	24,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	535	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Southern California Edison, 2018. ESG/Sustainability Template, September 27, 2018

Land Use -

Construction Phase - Construction emissions determined via EMFAC/OFFROAD

Vehicle Trips - Using EMFAC for motor vehicle emissions

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	300.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	535
tblVehicleTrips	ST_TR	10.71	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	SU_TR	10.71	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	10.71	0.00
tblVehicleTrips	WD_TR	6.97	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	4.1523	0.0000	0.0000	3.8417	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.4726	0.0000	0.0000	0.4389	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.1523**	**0.0000**	**0.0000**	**3.8417**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	4.1523	0.0000	0.0000	3.8417	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.4726	0.0000	0.0000	0.4389	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.1523**	**0.0000**	**0.0000**	**3.8417**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Energy	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.3971**	**0.5730**	**0.5219**	**3.4400e-003**	**0.0000**	**0.0437**	**0.0437**	**0.0000**	**0.0437**	**0.0437**		**687.2113**	**687.2113**	**0.0134**	**0.0126**	**691.3002**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Energy	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.3971**	**0.5730**	**0.5219**	**3.4400e-003**	**0.0000**	**0.0437**	**0.0437**	**0.0000**	**0.0437**	**0.0437**		**687.2113**	**687.2113**	**0.0134**	**0.0126**	**691.3002**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2024	4/5/2024	5	0	
2	Site Preparation	Site Preparation	5/4/2024	5/3/2024	5	0	
3	Grading	Grading	5/18/2024	5/17/2024	5	0	
4	Building Construction	Building Construction	6/29/2024	6/28/2024	5	0	
5	Paving	Paving	8/23/2025	8/22/2025	5	0	
6	Architectural Coating	Architectural Coating	9/20/2025	9/19/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 153,000; Non-Residential Outdoor: 51,000; Striped Parking Area: 7,200 (Architectural Coating – sqft)

OffRoad Equipment

Inglewood Transit MSF - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	16.60	8.40	6.90	0.00	81.00	19.00	66	28	6
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Arena	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811
General Light Industry	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811
Parking Lot	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065
NaturalGas Unmitigated	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	1374.25	0.0148	0.1347	0.1132	8.1000e-004		0.0102	0.0102		0.0102	0.0102		161.6761	161.6761	3.1000e-003	2.9600e-003	162.6368
General Light Industry	4466.3	0.0482	0.4379	0.3678	2.6300e-003		0.0333	0.0333		0.0333	0.0333		525.4472	525.4472	0.0101	9.6300e-003	528.5697
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5726**	**0.4810**	**3.4400e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**687.1233**	**687.1233**	**0.0132**	**0.0126**	**691.2065**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	1.37425	0.0148	0.1347	0.1132	8.1000e-004		0.0102	0.0102		0.0102	0.0102		161.6761	161.6761	3.1000e-003	2.9600e-003	162.6368
General Light Industry	4.4663	0.0482	0.4379	0.3678	2.6300e-003		0.0333	0.0333		0.0333	0.0333		525.4472	525.4472	0.0101	9.6300e-003	528.5697
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5726**	**0.4810**	**3.4400e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**687.1233**	**687.1233**	**0.0132**	**0.0126**	**691.2065**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Unmitigated	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0621					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7700e-003	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Total	**2.3341**	**3.7000e-004**	**0.0409**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0880**	**0.0880**	**2.3000e-004**		**0.0937**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0621					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7700e-003	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Total	**2.3341**	**3.7000e-004**	**0.0409**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0880**	**0.0880**	**2.3000e-004**		**0.0937**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Inglewood Transit MSF

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	78.00	1000sqft	1.79	78,000.00	0
Parking Lot	300.00	Space	2.70	120,000.00	0
Arena	24.00	1000sqft	7.71	24,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	535	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Southern California Edison, 2018. ESG/Sustainability Template, September 27, 2018

Land Use -

Construction Phase - Construction emissions determined via EMFAC/OFFROAD

Vehicle Trips - Using EMFAC for motor vehicle emissions

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	300.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	535
tblVehicleTrips	ST_TR	10.71	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	SU_TR	10.71	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	10.71	0.00
tblVehicleTrips	WD_TR	6.97	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	4.1524	0.0000	0.0000	3.8418	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.4726	0.0000	0.0000	0.4389	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.1524**	**0.0000**	**0.0000**	**3.8418**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	4.1524	0.0000	0.0000	3.8418	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.4726	0.0000	0.0000	0.4389	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.1524**	**0.0000**	**0.0000**	**3.8418**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Energy	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.3971**	**0.5730**	**0.5219**	**3.4400e-003**	**0.0000**	**0.0437**	**0.0437**	**0.0000**	**0.0437**	**0.0437**		**687.2113**	**687.2113**	**0.0134**	**0.0126**	**691.3002**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Energy	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.3971**	**0.5730**	**0.5219**	**3.4400e-003**	**0.0000**	**0.0437**	**0.0437**	**0.0000**	**0.0437**	**0.0437**		**687.2113**	**687.2113**	**0.0134**	**0.0126**	**691.3002**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2024	4/5/2024	5	0	
2	Site Preparation	Site Preparation	5/4/2024	5/3/2024	5	0	
3	Grading	Grading	5/18/2024	5/17/2024	5	0	
4	Building Construction	Building Construction	6/29/2024	6/28/2024	5	0	
5	Paving	Paving	8/23/2025	8/22/2025	5	0	
6	Architectural Coating	Architectural Coating	9/20/2025	9/19/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 153,000; Non-Residential Outdoor: 51,000; Striped Parking Area: 7,200 (Architectural Coating – sqft)

OffRoad Equipment

Inglewood Transit MSF - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	16.60	8.40	6.90	0.00	81.00	19.00	66	28	6
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Arena	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811
General Light Industry	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811
Parking Lot	0.554129	0.042164	0.205182	0.113554	0.013848	0.005806	0.021992	0.033191	0.002140	0.001609	0.004858	0.000715	0.000811

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065
NaturalGas Unmitigated	0.0630	0.5726	0.4810	3.4400e-003		0.0435	0.0435		0.0435	0.0435		687.1233	687.1233	0.0132	0.0126	691.2065

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	1374.25	0.0148	0.1347	0.1132	8.1000e-004		0.0102	0.0102		0.0102	0.0102		161.6761	161.6761	3.1000e-003	2.9600e-003	162.6368
General Light Industry	4466.3	0.0482	0.4379	0.3678	2.6300e-003		0.0333	0.0333		0.0333	0.0333		525.4472	525.4472	0.0101	9.6300e-003	528.5697
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5726**	**0.4810**	**3.4400e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**687.1233**	**687.1233**	**0.0132**	**0.0126**	**691.2065**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	1.37425	0.0148	0.1347	0.1132	8.1000e-004		0.0102	0.0102		0.0102	0.0102		161.6761	161.6761	3.1000e-003	2.9600e-003	162.6368
General Light Industry	4.4663	0.0482	0.4379	0.3678	2.6300e-003		0.0333	0.0333		0.0333	0.0333		525.4472	525.4472	0.0101	9.6300e-003	528.5697
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5726**	**0.4810**	**3.4400e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**687.1233**	**687.1233**	**0.0132**	**0.0126**	**691.2065**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Unmitigated	2.3341	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0621					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7700e-003	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Total	**2.3341**	**3.7000e-004**	**0.0409**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0880**	**0.0880**	**2.3000e-004**		**0.0937**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0621					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7700e-003	3.7000e-004	0.0409	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0880	0.0880	2.3000e-004		0.0937
Total	**2.3341**	**3.7000e-004**	**0.0409**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0880**	**0.0880**	**2.3000e-004**		**0.0937**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix 4.3

Biological Resources

4.3.1

Preliminary Tree Survey of APM Alignment (TBD)

4.3.2

Preliminary Tree Survey of Potential Support Facility Sites (TBD)

4.3.3

Tree Inventory

Inglewood Transit Connector Project

Tree Inventory

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December 10, 2018

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1.1 Project Location 1
1.2 Project Description and Background 1
1.3 Regulatory Setting 1
2.0 Survey Methodology 2
3.0 Results 3
4.0 References 4

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1 Tree species observed in the project alignment 3

ATTACHMENTS

APPENDIX 1 TREE POINT LOCATION MAP
APPENDIX 2 TREE POINT DATA
APPENDIX 3 TREE INVENTORY PHOTOGRAPHS

1.0 INTRODUCTION

This tree inventory has been prepared to support California Environmental Quality Act (CEQA) analysis of the Inglewood Transit Connector (ITC) Project proposed by the City of Inglewood. This information is reported in accordance with accepted scientific and technical standards that are consistent with the requirements of the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

1.1 PROJECT LOCATION

The proposed Inglewood Transit Connector (ITC) Project would include transit improvements that would be constructed in an area of the City of Inglewood within the public right-of-way from Market Street at the Metro Crenshaw/LAX Line; south to the intersection of Market Street and Manchester Boulevard; east to the intersection of Manchester Boulevard and Prairie Avenue; then south to the intersection of Prairie Avenue and Century Boulevard. The proposed Project would also include a Maintenance and Storage Facility (MSF) and Intermodal Transportation Facility (ITF). These facilities would be constructed adjacent to the right-of-way in one of four potential sites along the project alignment.

1.2 PROJECT DESCRIPTION AND BACKGROUND

The proposed Inglewood Transit Connector (ITC) Project would include transit improvements that would be constructed in an area of the City of Inglewood within the public right-of-way from Market Street at the Metro Crenshaw/LAX Line; south to the intersection of Market Street and Manchester Boulevard; east to the intersection of Manchester Boulevard and Prairie Avenue; then south to the intersection of Prairie Avenue and Century Boulevard. The proposed Project would also include a Maintenance and Storage Facility (MSF) and Intermodal Transportation Facility (ITF); these facilities would be constructed adjacent to the right-of-way in one of four potential sites along the project alignment. The study area boundary, which encompasses all areas potentially affected by the project alignment and associated facilities, is provided on the first page of Appendix 1.

1.3 REGULATORY SETTING

The City of Inglewood Municipal Code includes a Protected Tree Ordinance (Chapter 12: Planning and Zoning, Article 32: Tree Preservation) that is applicable to all types of existing or new development. Protected trees include those of specific species or size that may not be reshaped, altered, damaged, relocated or removed without first obtaining a Tree Removal and Cutting Permit from the City of Inglewood. Trees meeting the following specifications are subject to the ordinance.

A) Trees having a minimum trunk diameter of eight inches measured fifty-four inches above the ground. When measuring a multi-trunk tree, the diameters of the largest three trunks shall be added together.

B) Street trees or other required trees such as those required as a condition of approval, Use Permit,or other zoning requirement, regardless of size.

C) All memorial trees dedicated by an entity recognized by the City, and all specimen trees that define a neighborhood or community.

D) Trees of the following species that have reached a minimum of four inches diameter trunk size:

1) Big Leaf Maple (*Acer macrophyllum*)
2) California Buckeye (*Aesculus californica*)
3) Madrone (*Arbutus menziesii*)
4) Western Dogwood (*Cornus nuttallii*)
5) California Sycamore (*Platanus racemosa*)
6) Coast Live Oak (*Quercus agrifolia*)
7) Canyon Live Oak (Quercus chrysolepis)
8) Blue Oak (*Quercus douglassii*)
9) Oregon White Oak (*Quercus garryana*)
10) California Black Oak (*Quercus kelloggii*)
11) Valley Oak (*Quercus lobata*)
12) Interior Live Oak (*Quercus wislizenii*)
13) California Bay (*Umbellularia californica*)

E) A tree or trees of any size planted as a replacement for a protected tree.

2.0 SURVEY METHODOLOGY

Field surveys were conducted on November 15, 16 and 18, and December 6, 2018 by Pax Senior Biologist, Sam Stewart. Data was recorded on all trees meeting the specifications under subheadings A and D of the Protected Tree Ordinance, including any trees with a diameter at breast height (DBH) exceeding eight (8) inches regardless of species, and/or any of the fourteen listed species with a DBH of at least four (4) inches observed within the alignment boundary provided by Meridian Consultants. Data collection included a determination of species, geographic positioning system (GPS) coordinates, tree DBH (54.5 inches above the ground), and a description of tree health (poor, fair, or good as determined in the field). Health grade was based on appearance and the presence or absence of disease, structural damage including but not limited to cracked or split trunk(s), compromised roots, decay, and/or stunted or imbalanced growth.

3.0 RESULTS

A total of 549 protected trees were recorded within the project alignment boundary during the survey. Recorded trees included 25 non-native, ornamental species, and 2 California native,

ornamentally-planted species. It should be noted that the aerials used to map tree locations are somewhat outdated given the only available orthographically-corrected maps predate recent construction work on the Los Angeles Stadium at Hollywood Park and adjacent Prairie Avenue. For this reason, many of the trees shown on the aerial are no longer present. A list of species and quantities observed is provided in Table 1 below. Maps showing the locations of each of the trees on aerials are provided in Appendix 1. Tree point data, including DBH, GPS point, and health grade are provided in Appendix 2. Representative photographs of each of the tree species observed within the project alignment boundary are provided in Appendix 3.

Table 1: Tree species observed in the project alignment.

Common Name	Scientific Name	Quantity
Brazilian pepper	*Schinus terebinthifolius*	25
Cajeput	*Melaleuca quinquenervia*	10
California fan palm	*Washingtonia filifera*	2
Callery pear	*Pyrus calleryana*	4
Canary Island pine	*Pinus canariensis*	23
Carrotwood	*Cupaniopsis anacardioides*	8
Chinese elm	*Ulmus parvifolia*	15
Chinese juniper	*Juniperus chinensis*	1
Coral tree	*Erythrina caffra*	14
European hackberry	*Celtis australis*	2
Evergreen ash	*Fraxinus uhdei*	2
Fern pine	*Podocarpus gracilior*	5
Giant yucca	*Yucca elephantipes*	2
Gold medallion tree	*Cassia leptophylla*	1
Italian Cypress	*Cupressus sempervirens*	1
Italian stone pine	*Pinus pinea*	1
Jacaranda	*Jacaranda mimosifolia*	24
Liquidambar	*Liquidambar styraciflua*	10
Little-leaved Fig	*Ficus microcarpa*	71
Magnolia	*Magnolia grandiflora*	4
Mexican fan palm	*Washingtonia robusta*	222
Narrow-leaved eucalyptus	*Magnolia grandiflora*	25
Peruvian pepper	*Schinus molle*	1
Queen palm	*Syagrus romanzoffiana*	41
Red Gum	*Eucalyptus camaldulensis*	33
Red flowering gum	*Eucalyptus ficifolia*	1
Western sycamore	*Platanus racemosa*	1
Grand Total		**549**

4.0 **REFERENCES**

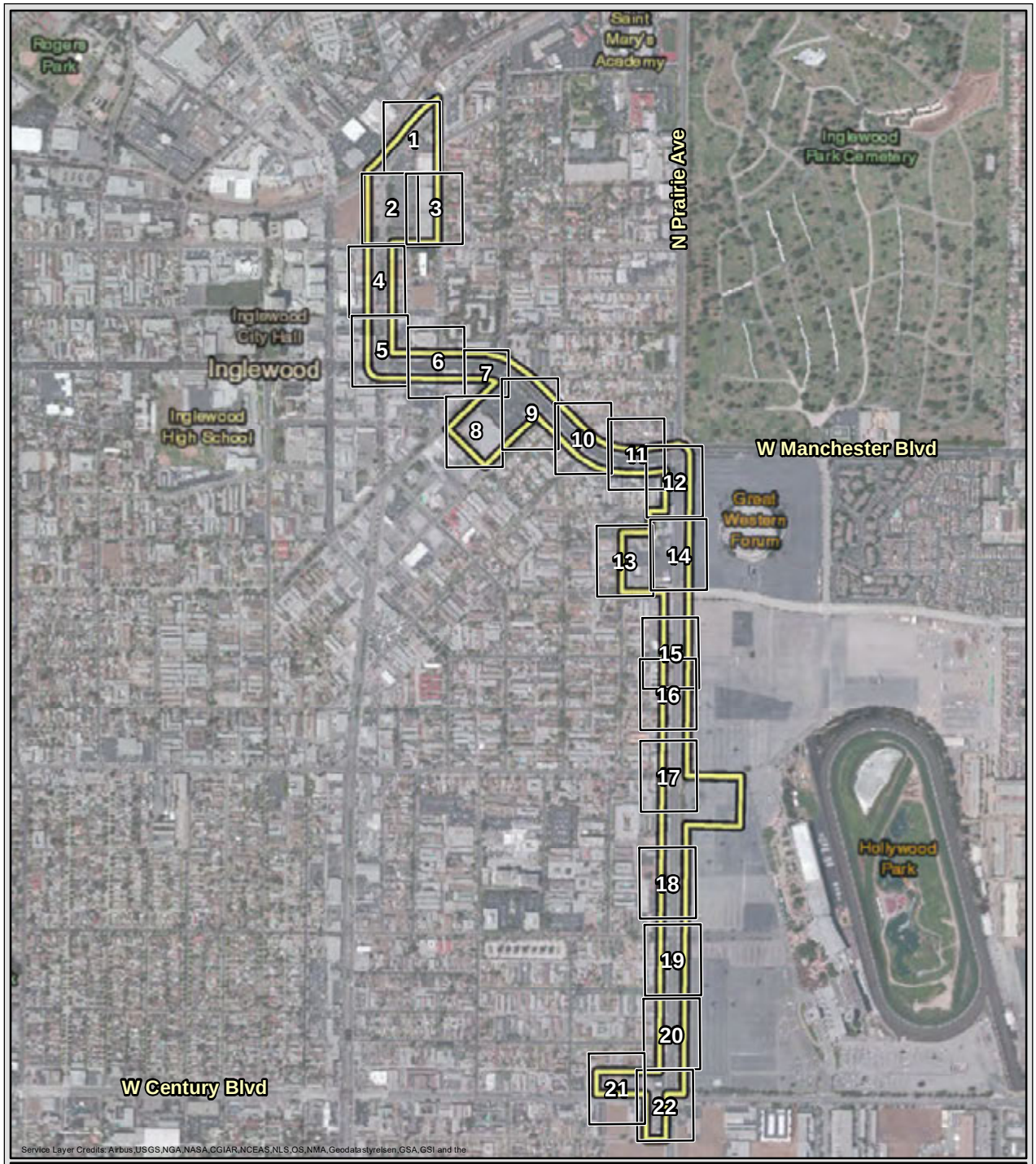
Hatch, Charles R. 2007. *Trees of the California Landscape.* University of California Press, Berkeley & Los Angeles, California.

Jepson Flora Project. 2018. Jepson eFlora. Berkeley, California: University of California. Accessed November 18, 2018. http://ucjeps.berkeley.edu/cgi-bin/get_JM_name_data.pl

USDA (U.S. Department of Agriculture). 2018. "California." State PLANTS Checklist. Accessed November 18, 2018. http://plants.usda.gov/dl_state.html.

APPENDIX 1

TREE POINT LOCATION MAP



Legend

Mapbook Pages

Project

N

0 0.25 0.5 Miles

0 0.25 0.5 Kilometers

Date: 12/6/2018

Coordinate System: NAD 1983 UTM Zone 11N
Projection: Transverse Mercator

PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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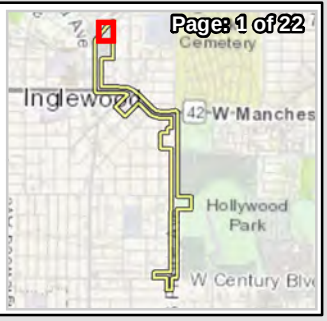
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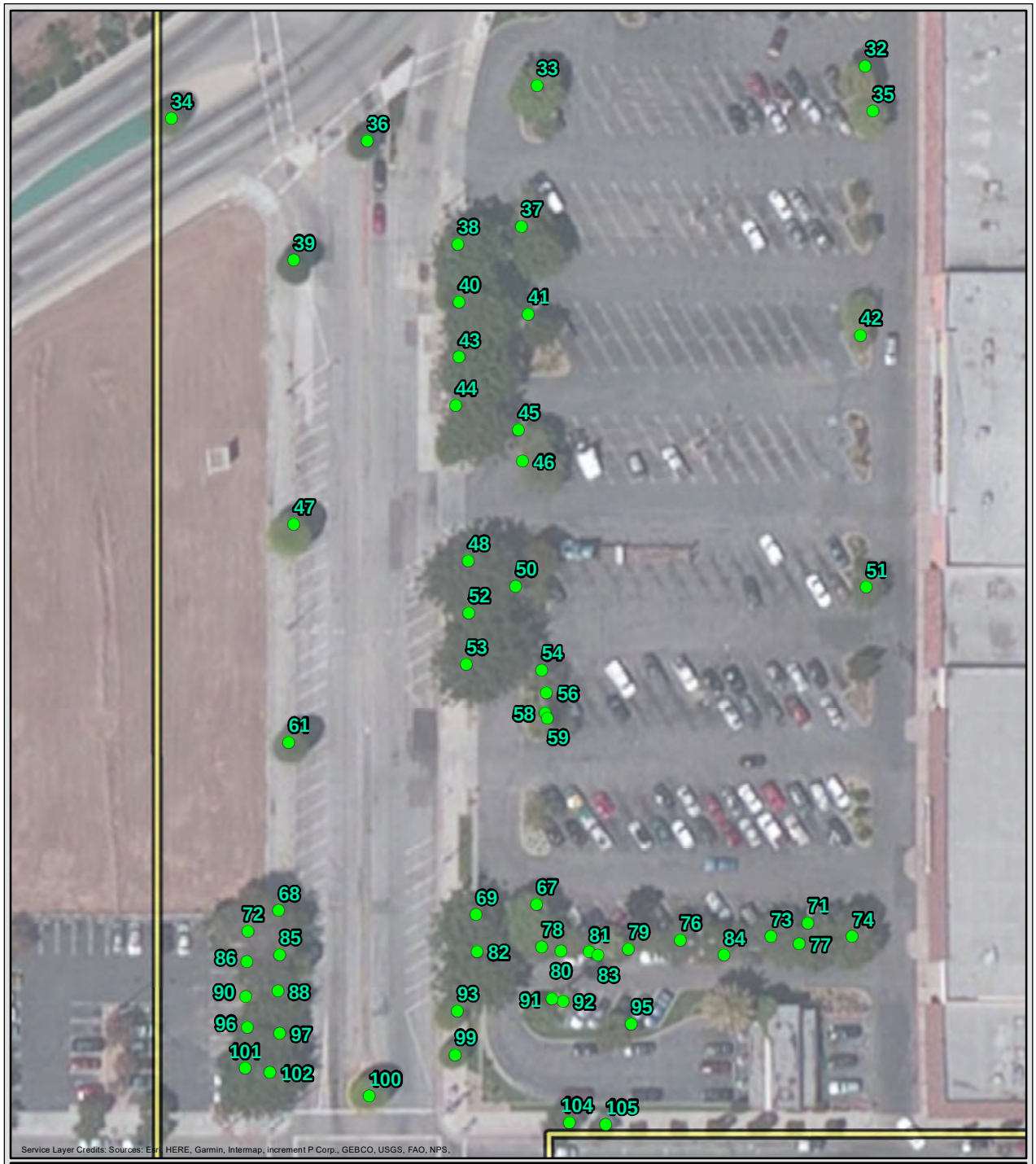
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Projection: Transverse Mercator

PAX
Environmental, Inc.





Legend

- Tree Data Point
- Project Area

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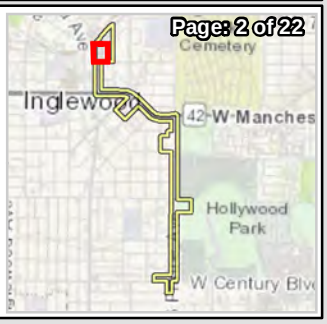
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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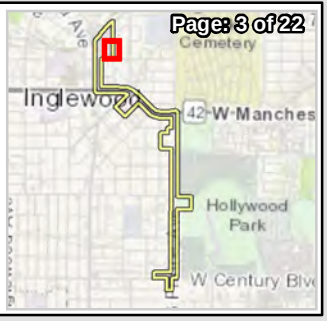
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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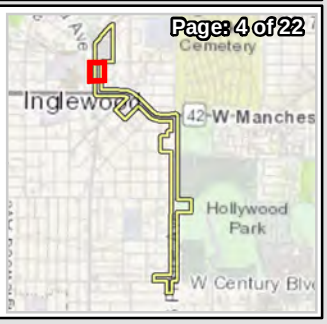
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Date: 12/6/2018

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Projection: Transverse Mercator

PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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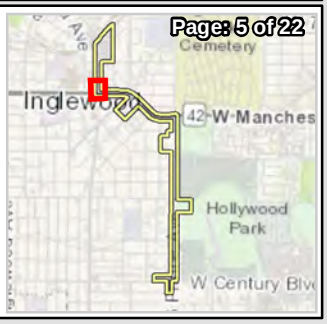
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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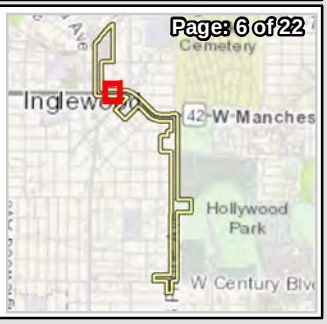
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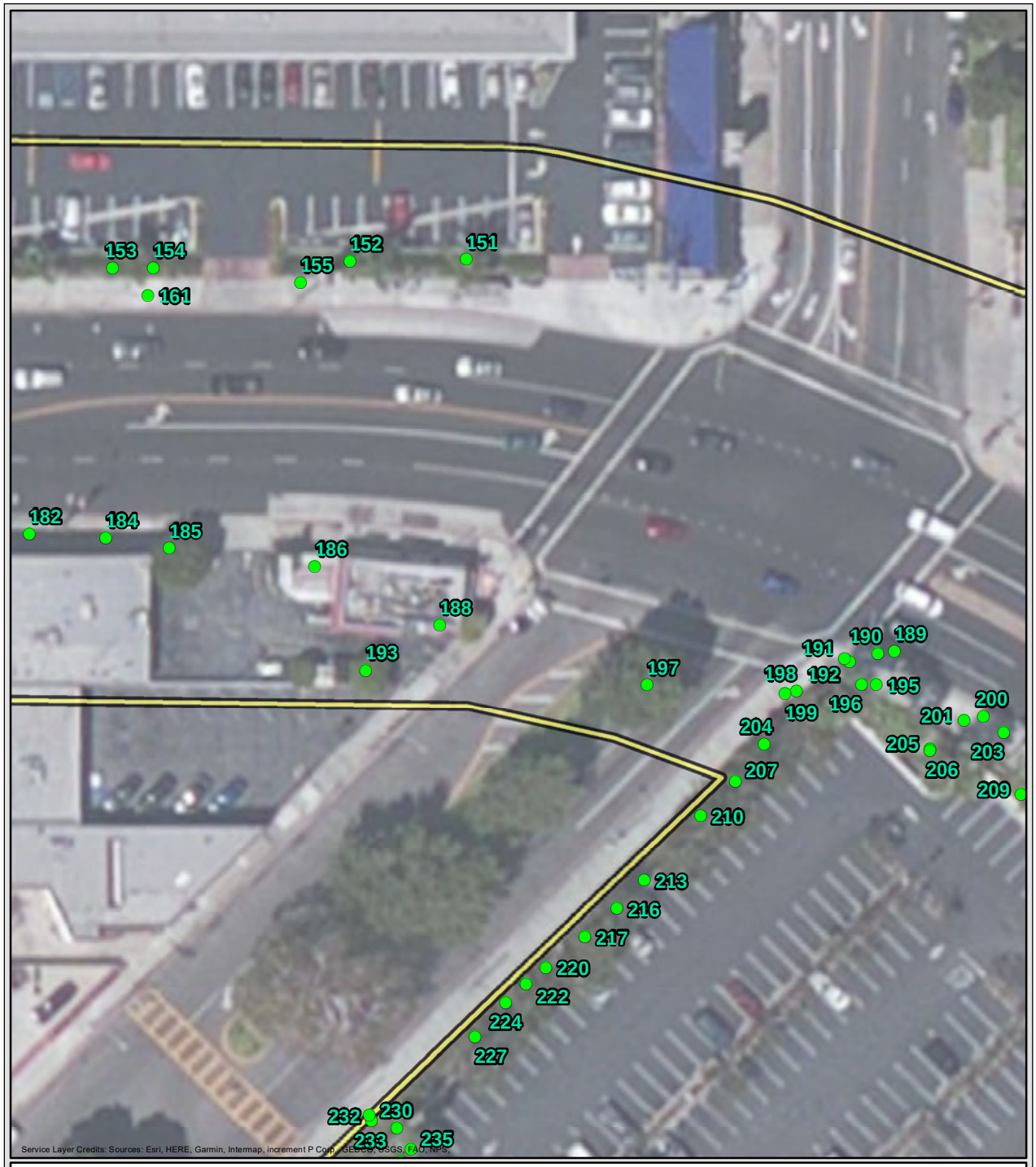
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Environmental, Inc.





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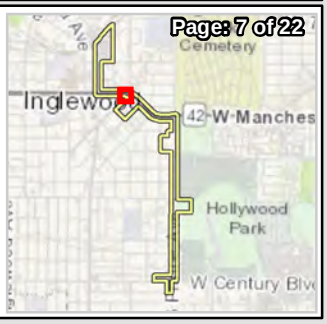
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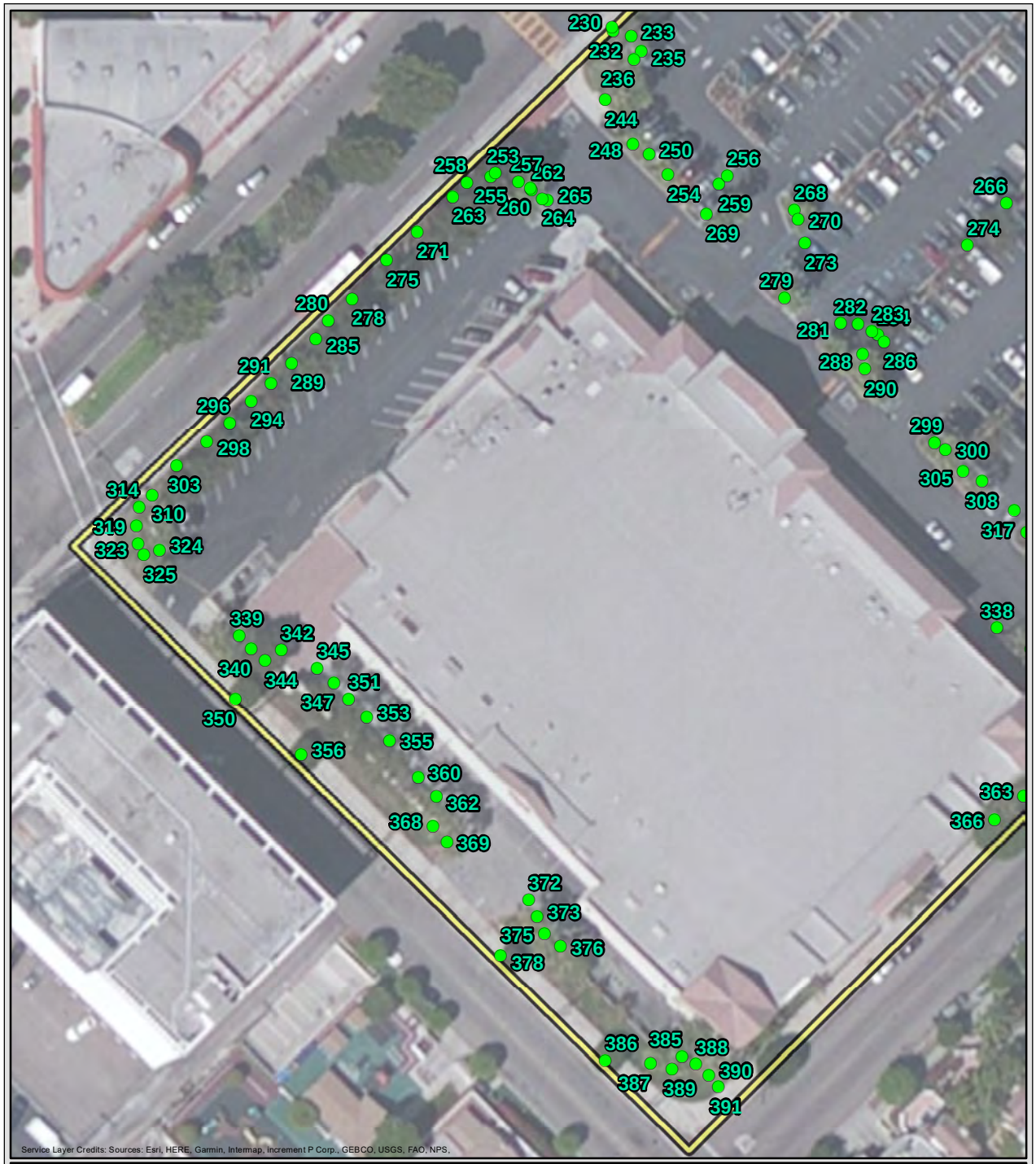
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

N

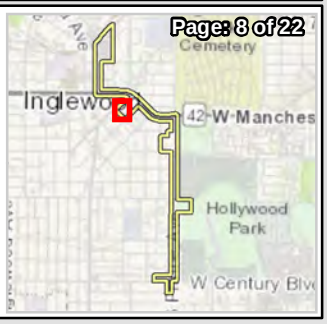
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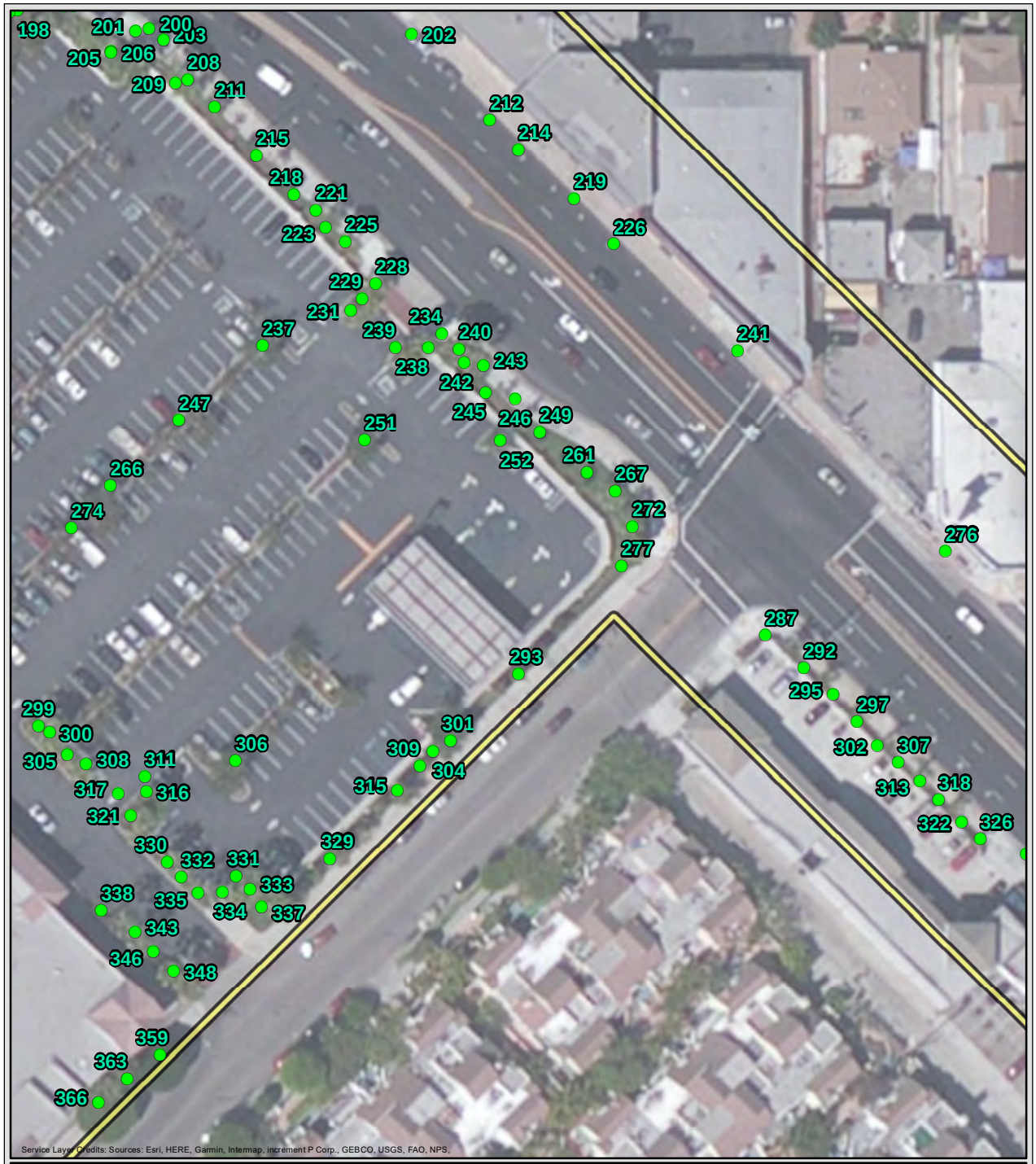
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Date: 12/6/2018

Coordinate System: NAD 1983 UTM Zone 11N
Projection: Transverse Mercator

PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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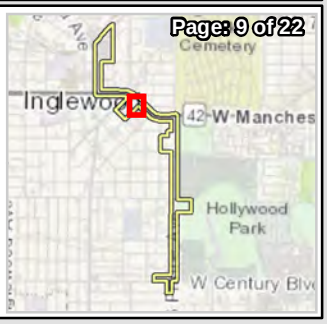
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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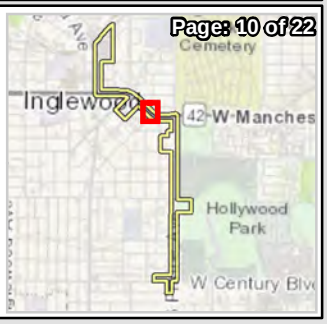
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Legend

Tree Data Point

Project Area

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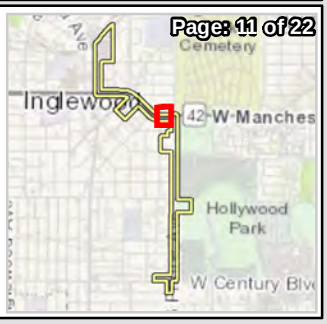
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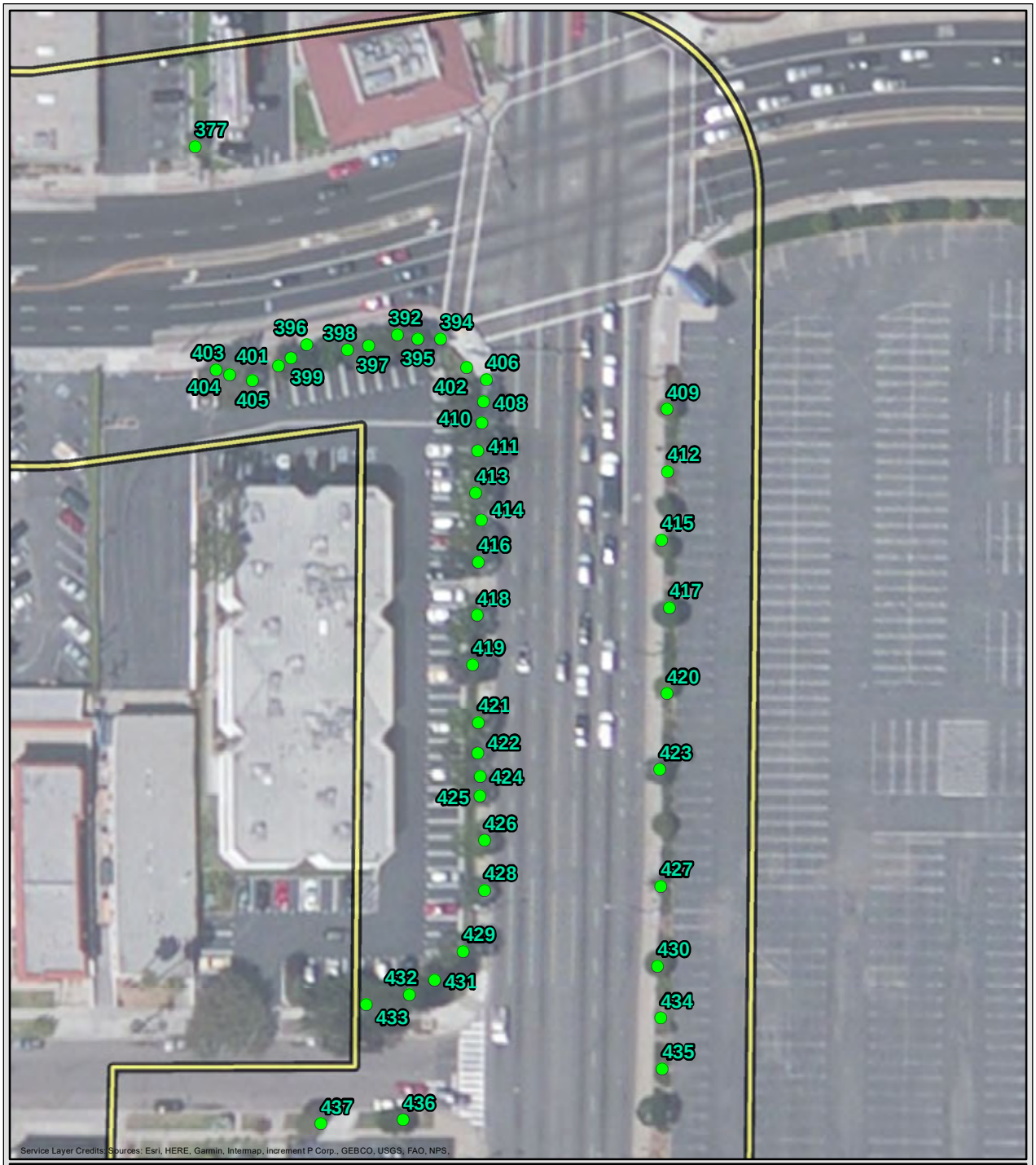
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Projection: Transverse Mercator

PAX
Environmental, Inc.





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Tree Data Point

Project Area

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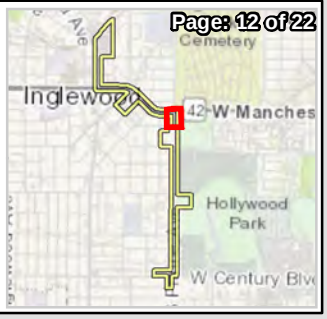
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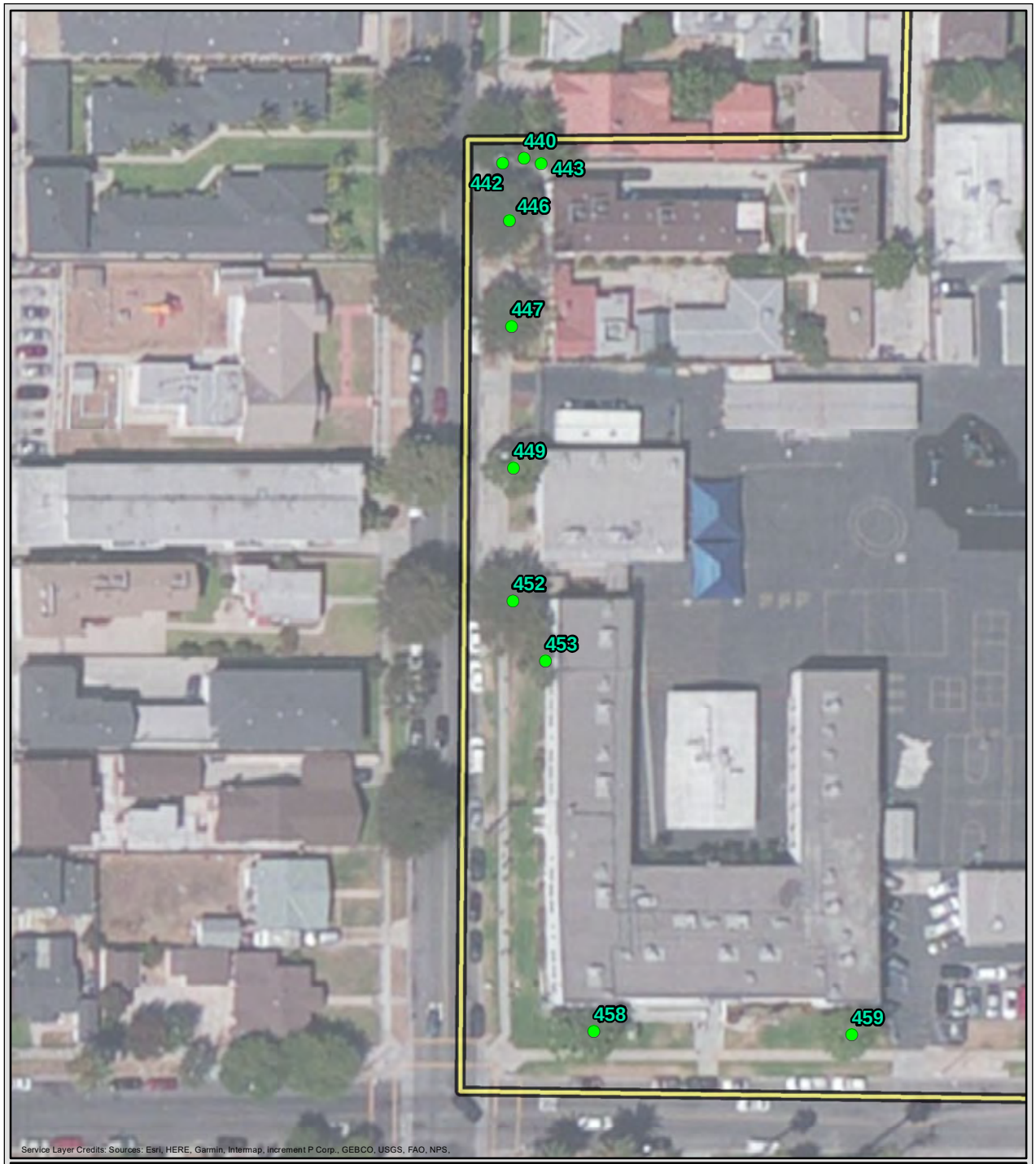
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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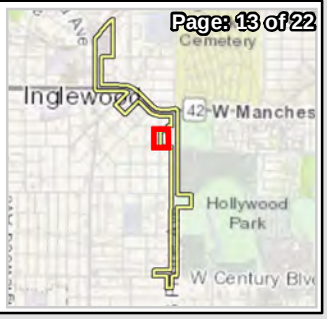
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0 12.5 25 Meters

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Coordinate System: NAD 1983 UTM Zone 11N
Projection: Transverse Mercator

PAX
Environmental, Inc.





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Tree Data Point

Project Area

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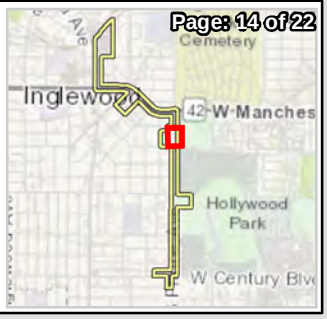
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PAX
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Tree Data Point

Project Area

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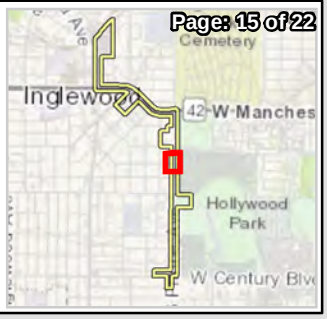
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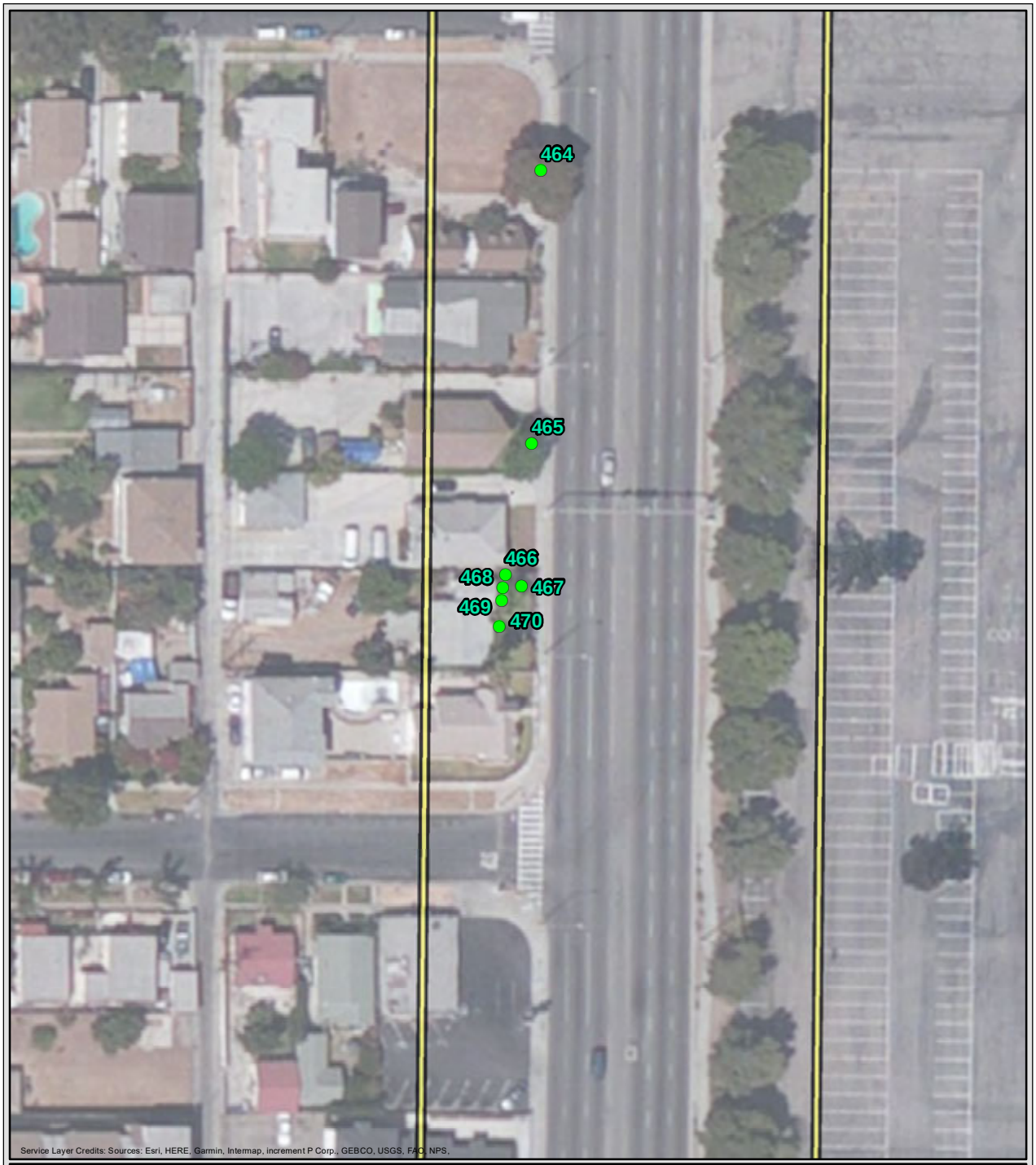
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Projection: Transverse Mercator

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Legend

Tree Data Point

Project Area

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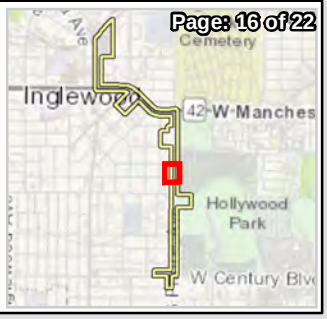
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Legend

Tree Data Point

Project Area

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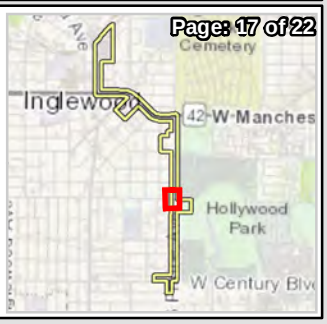
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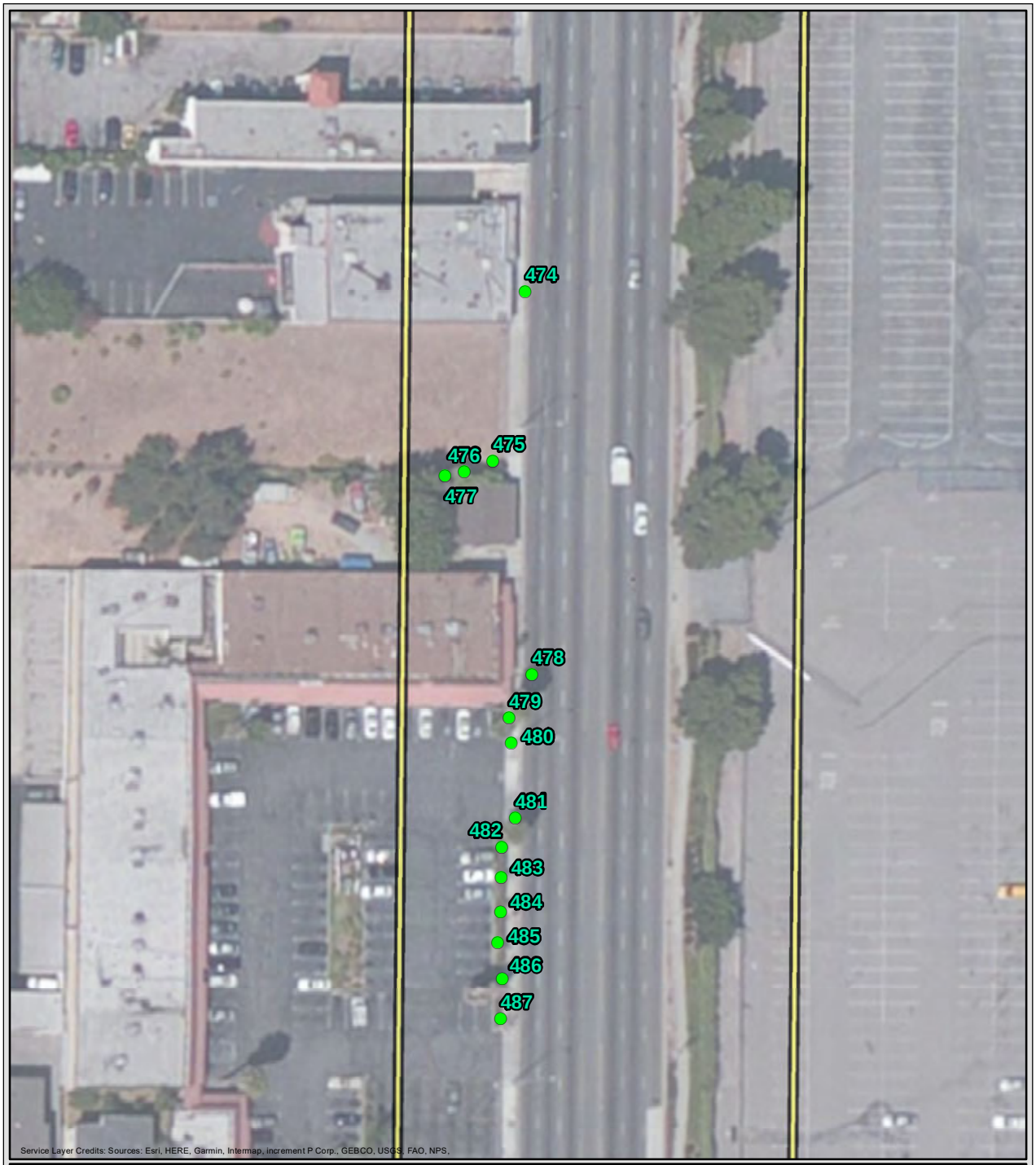
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Projection: Transverse Mercator

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Legend

Tree Data Point

Project Area

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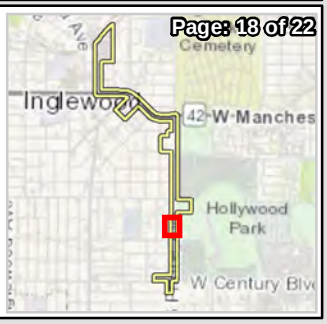
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Legend

Tree Data Point

Project Area

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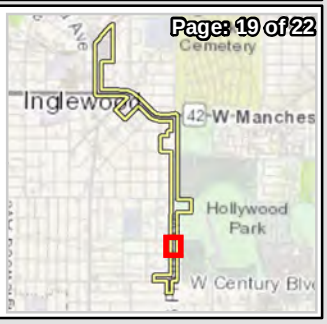
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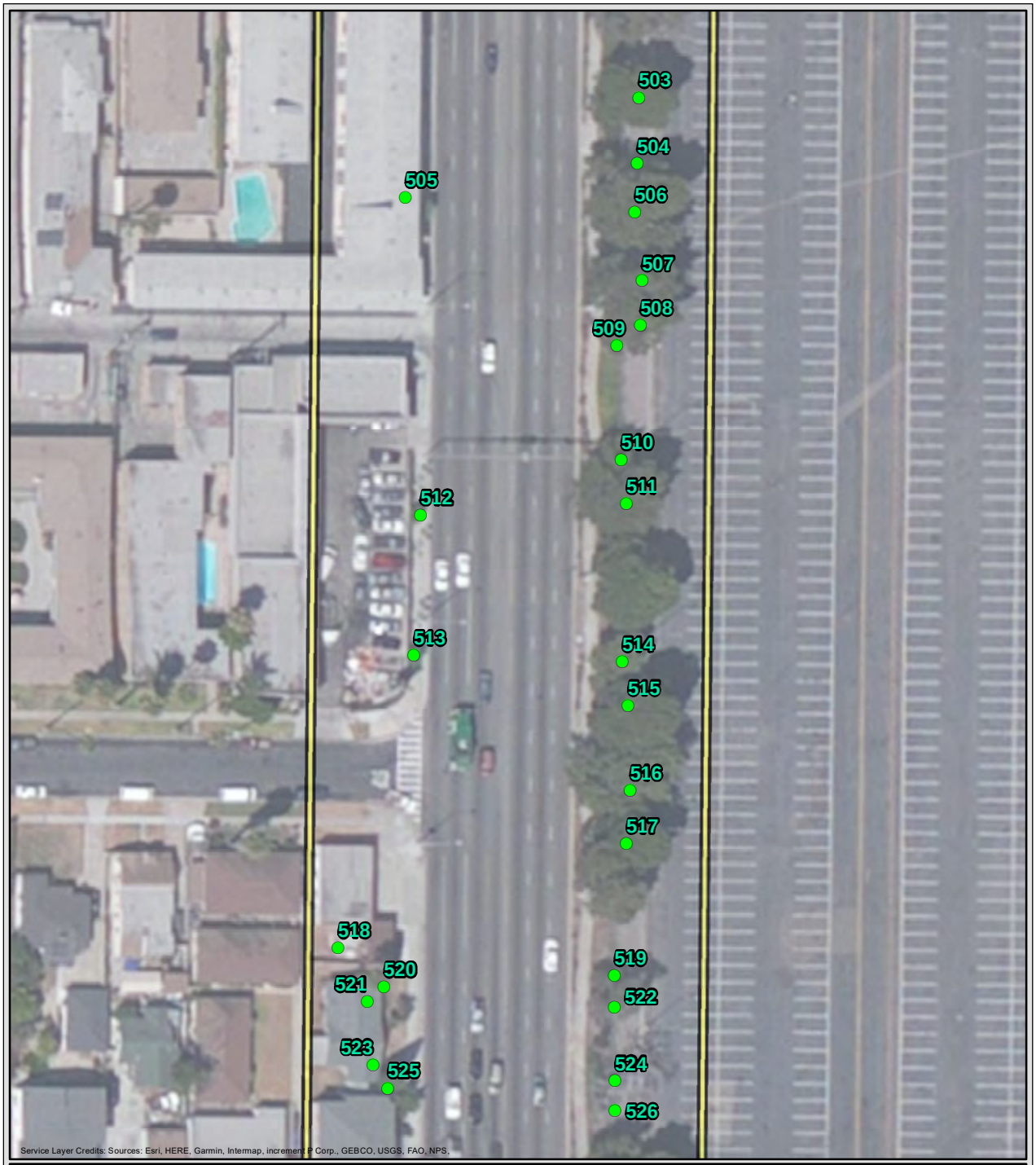
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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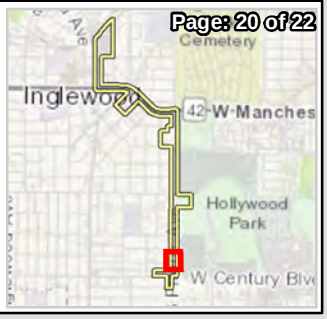
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PAX
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Legend

Tree Data Point

Project Area

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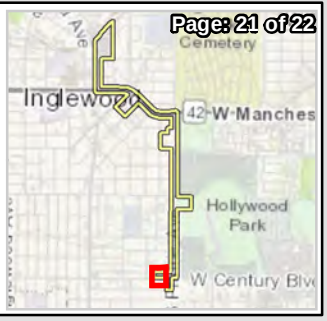
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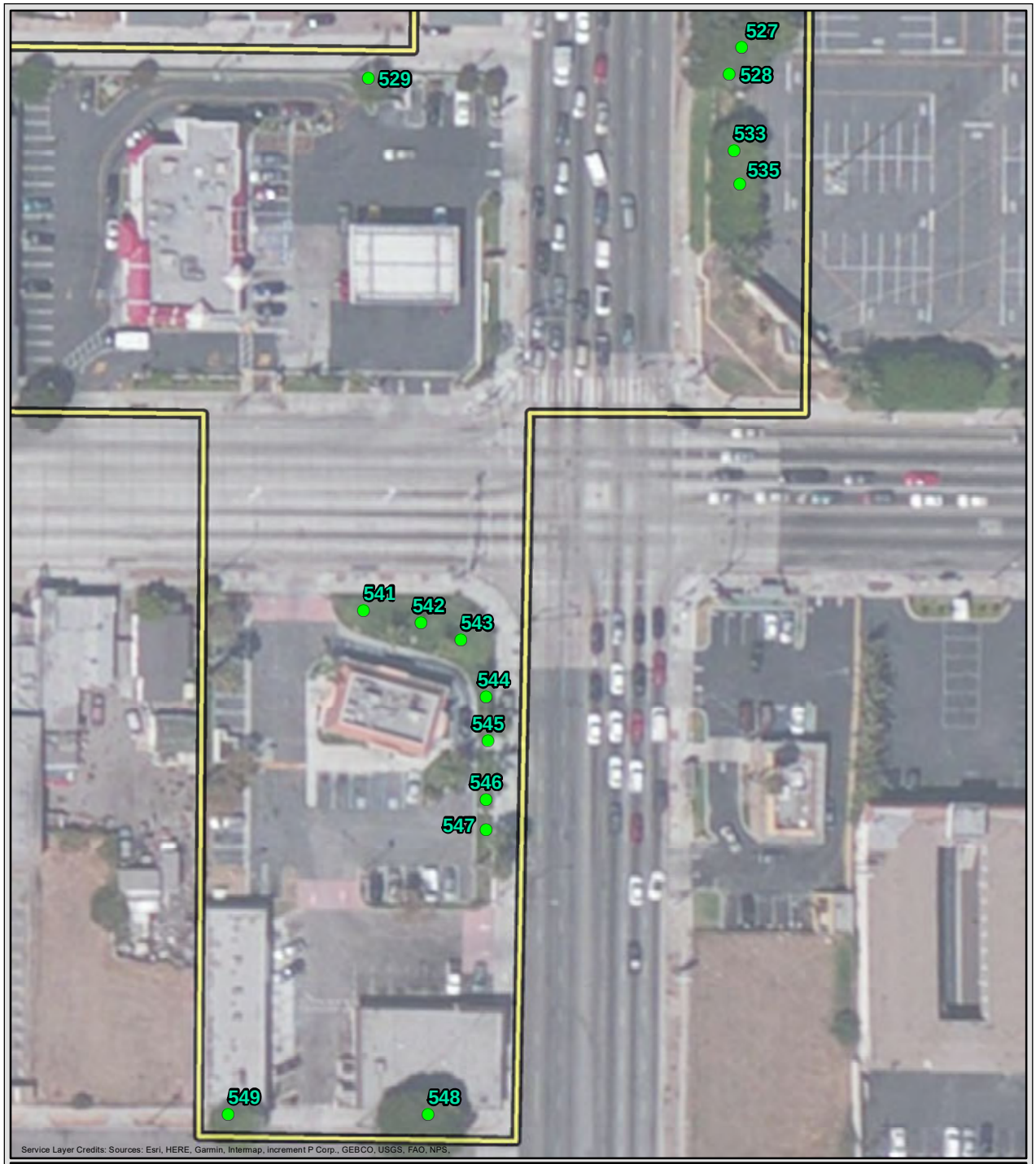
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PAX
Environmental, Inc.





Legend

Tree Data Point

Project Area

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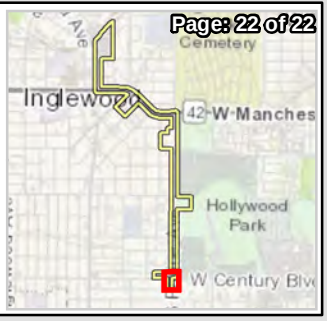
0 75 150 Feet

0 12.5 25 Meters

Date: 12/6/2018

Coordinate System: NAD 1983 UTM Zone 11N
Projection: Transverse Mercator

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APPENDIX 2

TREE POINT DATA

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
1	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 18:21	375218.3	3759348
2	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 18:23	375190.1	3759344
3	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	11	Sam Stewart	11/15/2018 18:21	375204.3	3759339
4	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/15/2018 20:20	375218.8	3759339
5	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	13	Sam Stewart	11/15/2018 20:16	375219	3759337
6	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Fair	13	Sam Stewart	11/15/2018 20:16	375219.6	3759335
7	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	16	Sam Stewart	11/15/2018 20:16	375223.3	3759334
8	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	10	Sam Stewart	11/15/2018 18:22	375196.6	3759333
9	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Poor	9	Sam Stewart	11/15/2018 18:24	375202.1	3759333
10	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	9	Sam Stewart	11/15/2018 18:24	375201.8	3759332
11	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	14	Sam Stewart	11/15/2018 20:15	375224.3	3759330
12	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	8	Sam Stewart	11/15/2018 20:17	375198.5	3759328
13	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	12	Sam Stewart	11/15/2018 18:25	375191.4	3759327
14	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	16	Sam Stewart	11/15/2018 20:25	375194.3	3759325
15	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/15/2018 18:14	375215.8	3759320
16	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	16	Sam Stewart	11/15/2018 18:13	375227.8	3759313
17	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	10	Sam Stewart	11/15/2018 20:12	375228.1	3759308
18	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 19:26	375170.5	3759303
19	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 20:11	375228.1	3759302
20	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	17	Sam Stewart	11/15/2018 20:28	375146.5	3759297
21	Street	Red Gum	Eucalyptus globulus	Rosid	Myrtaceae	Good	28	Sam Stewart	11/15/2018 20:11	375225.3	3759295
22	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	13	Sam Stewart	11/15/2018 19:09	375203.7	3759293
23	Private Property	Cajeput	melaleuca quinquenervia	Rosid	Myrtaceae	Good	13	Sam Stewart	11/15/2018 19:10	375206.3	3759293
24	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 20:28	375154.9	3759285
25	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 20:30	375143.7	3759272
26	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 20:29	375126.3	3759272
27	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	20	Sam Stewart	11/15/2018 19:40	375166.8	3759243
28	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	13	Sam Stewart	11/15/2018 19:38	375133	3759239
29	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	20	Sam Stewart	11/15/2018 19:36	375114.4	3759229
30	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	18	Sam Stewart	11/15/2018 19:38	375114.9	3759225
31	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	20	Sam Stewart	11/15/2018 19:37	375118	3759225
32	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	14	Sam Stewart	11/15/2018 20:43	375166.5	3759211
33	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	15	Sam Stewart	11/15/2018 19:38	375115.8	3759208
34	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	12/6/2018 21:11	375056.7	3759205
35	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	14	Sam Stewart	11/15/2018 19:44	375167.7	3759204
36	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	16	Sam Stewart	11/15/2018 20:12	375089.6	3759200
37	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	24	Sam Stewart	11/15/2018 19:46	375113.4	3759187
38	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	22	Sam Stewart	11/15/2018 21:07	375103.5	3759184
39	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	16	Sam Stewart	11/15/2018 20:43	375078.2	3759181
40	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	23	Sam Stewart	11/15/2018 21:08	375103.7	3759175
41	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	14	Sam Stewart	11/15/2018 20:47	375114.4	3759173
42	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	15	Sam Stewart	11/15/2018 20:15	375165.8	3759170
43	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	30	Sam Stewart	11/15/2018 21:08	375103.7	3759166
44	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	27	Sam Stewart	11/15/2018 21:09	375103.3	3759159
45	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	14	Sam Stewart	11/15/2018 21:09	375112.9	3759155
46	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	19	Sam Stewart	11/15/2018 21:10	375113.5	3759150
47	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	18	Sam Stewart	11/15/2018 21:44	375078.2	3759141
48	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	25	Sam Stewart	11/15/2018 21:16	375105.2	3759135
49	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Fair	22	Sam Stewart	12/6/2018 21:22	375221.5	3759132
50	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/15/2018 21:22	375112.5	3759131
51	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	15	Sam Stewart	11/15/2018 21:23	375166.6	3759131
52	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	21	Sam Stewart	11/15/2018 21:17	375105.2	3759127
53	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	28	Sam Stewart	11/15/2018 21:17	375104.9	3759119
54	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	14	Sam Stewart	11/15/2018 21:18	375116.5	3759118
55	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 22:40	375227.6	3759118
56	Private Property	California fan palm	Washingtonia filifera	Arecales	Arecaceae	Good	26	Sam Stewart	11/15/2018 21:20	375117.3	3759115
57	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 22:40	375227.8	3759112
58	Private Property	California fan palm	Washingtonia filifera	Arecales	Arecaceae	Good	18	Sam Stewart	11/15/2018 21:20	375117.1	3759111
59	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	9	Sam Stewart	11/15/2018 21:21	375117.4	3759111

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
60	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 22:41	375227.8	3759107
61	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	19	Sam Stewart	11/15/2018 21:44	375077.4	3759107
62	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/15/2018 22:42	375227.8	3759102
63	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	16	Sam Stewart	11/15/2018 22:42	375227.5	3759097
64	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 22:43	375227.3	3759092
65	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/15/2018 22:43	375227.7	3759088
66	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/15/2018 22:41	375228.2	3759084
67	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	18	Sam Stewart	11/15/2018 21:24	375115.7	3759082
68	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	12	Sam Stewart	11/15/2018 21:45	375075.9	3759081
69	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	23	Sam Stewart	11/15/2018 21:35	375106.4	3759080
70	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/15/2018 22:44	375227.8	3759080
71	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	18	Sam Stewart	11/15/2018 21:31	375157.7	3759079
72	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	28	Sam Stewart	11/15/2018 21:51	375071.1	3759078
73	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	13	Sam Stewart	11/15/2018 21:30	375151.9	3759077
74	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	17	Sam Stewart	11/15/2018 21:31	375164.5	3759077
75	Street	European hackberry	Celtis australis	Rosales	Cannabaceae	Good	16	Sam Stewart	11/15/2018 22:45	375228	3759077
76	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	18	Sam Stewart	11/15/2018 21:29	375137.9	3759076
77	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	13	Sam Stewart	11/15/2018 21:30	375156.3	3759076
78	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	12	Sam Stewart	11/15/2018 21:25	375116.6	3759075
79	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	11	Sam Stewart	11/15/2018 21:28	375129.8	3759075
80	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	13	Sam Stewart	11/15/2018 21:26	375119.5	3759075
81	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	24	Sam Stewart	11/15/2018 21:27	375123.9	3759075
82	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	20	Sam Stewart	11/15/2018 21:35	375106.5	3759075
83	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	13	Sam Stewart	11/15/2018 21:27	375125.2	3759074
84	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	13	Sam Stewart	11/15/2018 21:29	375144.6	3759074
85	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 21:45	375076.1	3759074
86	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	18	Sam Stewart	11/15/2018 21:50	375071	3759073
87	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 22:46	375227.8	3759072
88	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	11	Sam Stewart	11/15/2018 21:46	375075.8	3759068
89	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 22:46	375227.6	3759068
90	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	20	Sam Stewart	11/15/2018 21:50	375070.8	3759068
91	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	14	Sam Stewart	11/15/2018 21:34	375118.1	3759067
92	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	19	Sam Stewart	11/15/2018 21:33	375119.8	3759067
93	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 21:40	375103.5	3759065
94	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/15/2018 22:46	375227.9	3759064
95	Private Property	Brazilian pepper	Schinus terebinthifolius	Sapindales	Anacardiaceae	Good	10	Sam Stewart	11/15/2018 21:32	375130.4	3759063
96	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	22	Sam Stewart	11/15/2018 21:49	375071.1	3759063
97	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	10	Sam Stewart	11/15/2018 21:46	375076.1	3759062
98	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 22:47	375227.9	3759059
99	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/15/2018 21:39	375103.2	3759059
100	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	12/6/2018 21:13	375086.7	3759057
101	Private Property	Coral tree	Erythrina caffra	Rosid	Fabacae	Good	26	Sam Stewart	11/15/2018 21:49	375070.8	3759057
102	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	9	Sam Stewart	11/15/2018 21:47	375074.5	3759056
103	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 22:47	375227.3	3759055
104	Street	Callery pear	pyrus taiwanensis	Rosales	Roseaceae	Good	12	Sam Stewart	11/15/2018 21:39	375120.8	3759048
105	Street	Callery pear	pyrus taiwanensis	Rosales	Roseaceae	Good	8	Sam Stewart	11/15/2018 21:38	375126.4	3759048
106	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	17	Sam Stewart	11/15/2018 21:53	375105.6	3759023
107	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	14	Sam Stewart	11/15/2018 22:06	375102	3759007
108	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	8	Sam Stewart	11/15/2018 22:01	375079.8	3758996
109	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	11	Sam Stewart	11/15/2018 22:05	375101.3	3758996
110	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	9	Sam Stewart	11/15/2018 22:26	375091	3758992
111	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	13	Sam Stewart	11/15/2018 22:02	375079.9	3758986
112	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	10	Sam Stewart	11/15/2018 22:05	375101.8	3758984
113	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	8	Sam Stewart	11/15/2018 22:27	375091	3758984
114	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	8	Sam Stewart	11/15/2018 22:27	375091.8	3758975
115	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	12	Sam Stewart	11/15/2018 22:02	375079.5	3758973
116	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	11	Sam Stewart	11/15/2018 22:04	375101	3758971
117	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	9	Sam Stewart	11/15/2018 22:28	375091.3	3758968
118	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	12	Sam Stewart	11/15/2018 22:28	375090.9	3758961

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
119	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	11	Sam Stewart	12/6/2018 21:26	375076.5	3758948
120	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	15	Sam Stewart	11/15/2018 22:35	375101.1	3758947
121	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	15	Sam Stewart	11/15/2018 22:04	375101.6	3758935
122	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	15	Sam Stewart	11/15/2018 22:31	375079	3758927
123	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	13	Sam Stewart	11/15/2018 22:34	375101.9	3758923
124	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	15	Sam Stewart	11/15/2018 22:34	375100.8	3758911
125	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	14	Sam Stewart	11/15/2018 22:33	375079.7	3758900
126	Street	Callery pear	pyrus taiwanensis	Rosales	Roseaceae	Good	11	Sam Stewart	11/15/2018 22:57	375106.4	3758867
127	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	12	Sam Stewart	11/15/2018 22:56	375074	3758857
128	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	14	Sam Stewart	11/15/2018 22:57	375100.8	3758848
129	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	11	Sam Stewart	11/15/2018 22:55	375073.5	3758843
130	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	12	Sam Stewart	11/15/2018 22:56	375080.2	3758839
131	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	13	Sam Stewart	11/15/2018 22:58	375100.4	3758836
132	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	9	Sam Stewart	11/15/2018 22:54	375073.6	3758832
133	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	9	Sam Stewart	11/15/2018 22:59	375089.5	3758830
134	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	11	Sam Stewart	11/15/2018 22:55	375077.4	3758829
135	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	14	Sam Stewart	11/15/2018 22:58	375100.2	3758824
136	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	8	Sam Stewart	11/15/2018 22:54	375071.2	3758823
137	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	15	Sam Stewart	11/15/2018 22:59	375089.1	3758823
138	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	13	Sam Stewart	11/15/2018 22:59	375089.1	3758818
139	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	13	Sam Stewart	11/15/2018 23:00	375099.9	3758812
140	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	13	Sam Stewart	11/15/2018 23:00	375091.9	3758800
141	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	10	Sam Stewart	11/15/2018 22:53	375079.5	3758797
142	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	11	Sam Stewart	11/15/2018 23:01	375102.6	3758797
143	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	9	Sam Stewart	11/15/2018 22:53	375077.7	3758786
144	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	16	Sam Stewart	11/15/2018 22:52	375078.6	3758774
145	Street	Narrow-leaved eucalyptus	Eucalyptus crebra	Rosid	Myrtaceae	Good	15	Sam Stewart	11/15/2018 23:02	375100.4	3758772
146	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:34	375246.9	3758769
147	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	11	Sam Stewart	12/6/2018 21:30	375225.7	3758769
148	Street	Western sycamore	Platanus racemosa	Proteales	Platanaceae	Good	11	Sam Stewart	11/15/2018 23:31	375243.4	3758768
149	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	13	Sam Stewart	11/15/2018 23:02	375099.1	3758764
150	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	12	Sam Stewart	11/15/2018 22:52	375083.2	3758762
151	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	15	Sam Stewart	11/15/2018 23:39	375346.7	3758758
152	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	14	Sam Stewart	11/15/2018 23:38	375334	3758758
153	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	14	Sam Stewart	11/15/2018 23:36	375308.2	3758757
154	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	14	Sam Stewart	11/15/2018 23:37	375312.6	3758757
155	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/15/2018 23:38	375328.7	3758755
156	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	9	Sam Stewart	11/15/2018 23:35	375294.1	3758755
157	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:34	375255.9	3758755
158	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/15/2018 23:15	375066.3	3758755
159	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/15/2018 23:04	375137.3	3758754
160	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:05	375180.2	3758754
161	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	9	Sam Stewart	11/15/2018 23:36	375312	3758754
162	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/15/2018 23:07	375221.3	3758754
163	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/15/2018 23:03	375117.2	3758753
164	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	9	Sam Stewart	11/15/2018 23:05	375153.9	3758753
165	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	9	Sam Stewart	11/15/2018 23:06	375199.1	3758753
166	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/15/2018 23:06	375212.6	3758753
167	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/15/2018 23:04	375147.1	3758753
168	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/15/2018 23:13	375071.5	3758731
169	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/15/2018 23:13	375062.1	3758731
170	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/15/2018 23:29	375253	3758730
171	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/15/2018 23:28	375264.9	3758730
172	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/15/2018 23:09	375202.7	3758730
173	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:11	375150.7	3758730
174	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/15/2018 23:27	375271	3758730
175	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:33	375275.2	3758729
176	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:11	375136	3758729
177	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/15/2018 23:27	375279.4	3758729

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
178	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/15/2018 23:08	375218.7	3758729
179	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:10	375189.6	3758729
180	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:12	375119.7	3758729
181	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/15/2018 23:10	375174.3	3758728
182	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/15/2018 23:26	375299.1	3758728
183	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:27	375287.8	3758728
184	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/15/2018 23:26	375307.4	3758728
185	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	18	Sam Stewart	11/15/2018 23:25	375314.3	3758727
186	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/15/2018 23:24	375330.2	3758725
187	Street	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	15	Sam Stewart	11/15/2018 23:12	375082.9	3758721
188	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/15/2018 23:24	375343.8	3758718
189	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:19	375393.3	3758715
190	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:18	375391.5	3758715
191	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/16/2018 1:21	375387.9	3758715
192	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:18	375388.4	3758714
193	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/15/2018 23:23	375335.8	3758713
194	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/15/2018 23:08	375227.9	3758712
195	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:18	375391.3	3758712
196	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:18	375389.8	3758712
197	Street	Italian stone pine	Pinus pinea	Pinus	Cupressaceae	Good	28	Sam Stewart	11/16/2018 1:20	375366.3	3758712
198	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:22	375382.7	3758711
199	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 1:23	375381.4	3758711
200	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/16/2018 1:16	375403	3758708
201	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 1:16	375400.9	3758708
202	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 18:59	375443.6	3758707
203	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:15	375405.3	3758707
204	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	12	Sam Stewart	11/16/2018 1:23	375379.2	3758705
205	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:17	375397.2	3758705
206	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:17	375397.2	3758705
207	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 1:24	375376	3758701
208	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:15	375409	3758700
209	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:15	375407.1	3758700
210	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	11	Sam Stewart	11/16/2018 1:24	375372.2	3758697
211	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 1:14	375413.2	3758696
212	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/16/2018 19:00	375455.7	3758694
213	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 1:25	375366.1	3758690
214	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 19:01	375460.1	3758690
215	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 1:14	375419.6	3758689
216	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	10	Sam Stewart	11/16/2018 1:25	375363.1	3758687
217	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 1:26	375359.6	3758684
218	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:13	375425.4	3758683
219	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 19:01	375468.6	3758682
220	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 1:26	375355.4	3758681
221	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 1:12	375428.8	3758680
222	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	12	Sam Stewart	11/16/2018 1:26	375353.2	3758679
223	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	10	Sam Stewart	11/16/2018 1:13	375430.3	3758678
224	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	12	Sam Stewart	11/16/2018 1:27	375351	3758677
225	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:12	375433.3	3758675
226	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	18	Sam Stewart	11/16/2018 19:03	375474.8	3758675
227	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 1:27	375347.6	3758673
228	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:12	375438.1	3758669
229	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:11	375435.9	3758667
230	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:28	375336.2	3758665
231	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:11	375434.2	3758665
232	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:28	375336.4	3758664
233	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:29	375339.1	3758663
234	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:10	375448.3	3758661
235	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:29	375340.7	3758661
236	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:30	375339.6	3758660

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
237	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	10	Sam Stewart	11/16/2018 1:47	375420.6	3758659
238	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:10	375446.2	3758659
239	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:11	375441.1	3758659
240	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:10	375450.9	3758659
241	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 19:03	375493.9	3758658
242	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:09	375451.7	3758657
243	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/16/2018 1:09	375454.7	3758656
244	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:30	375335.1	3758654
245	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:09	375455	3758652
246	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	9	Sam Stewart	11/16/2018 1:08	375459.6	3758651
247	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	8	Sam Stewart	11/16/2018 1:48	375407.6	3758648
248	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:30	375339.4	3758647
249	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:08	375463.4	3758646
250	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:31	375341.9	3758645
251	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	9	Sam Stewart	11/16/2018 1:46	375436.3	3758645
252	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	9	Sam Stewart	11/16/2018 1:46	375457.2	3758645
253	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	15	Sam Stewart	11/16/2018 0:36	375318.2	3758642
254	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:31	375344.8	3758642
255	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	11	Sam Stewart	11/16/2018 0:36	375317.5	3758642
256	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:32	375353.9	3758642
257	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:35	375321.7	3758641
258	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	17	Sam Stewart	11/16/2018 0:37	375313.7	3758641
259	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:32	375352.7	3758641
260	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/16/2018 0:34	375323.5	3758640
261	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 1:07	375470.7	3758640
262	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:34	375323.7	3758640
263	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 0:37	375311.5	3758639
264	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:34	375325.4	3758638
265	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:33	375326.2	3758638
266	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	10	Sam Stewart	11/16/2018 1:49	375397.1	3758638
267	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:06	375475.1	3758637
268	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:32	375364.3	3758637
269	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:32	375350.7	3758636
270	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:33	375364.9	3758635
271	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 0:38	375306.1	3758633
272	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:06	375477.7	3758631
273	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:33	375366	3758631
274	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	8	Sam Stewart	11/16/2018 1:49	375391	3758631
275	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	10	Sam Stewart	11/16/2018 0:38	375301.4	3758629
276	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/16/2018 19:04	375526	3758627
277	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:06	375476	3758625
278	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	18	Sam Stewart	11/16/2018 0:39	375296	3758623
279	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	17	Sam Stewart	11/16/2018 1:34	375362.8	3758623
280	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 0:40	375292.3	3758620
281	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	17	Sam Stewart	11/16/2018 1:34	375371.5	3758619
282	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:35	375374.1	3758619
283	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	9	Sam Stewart	11/16/2018 1:50	375376.3	3758618
284	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:35	375377.2	3758617
285	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	12	Sam Stewart	11/16/2018 0:40	375290.4	3758617
286	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	8	Sam Stewart	11/16/2018 1:36	375378.1	3758616
287	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 20:21	375498.2	3758615
288	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:36	375374.8	3758614
289	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	12	Sam Stewart	11/16/2018 0:41	375286.7	3758613
290	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:36	375375.2	3758612
291	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 0:41	375283.5	3758610
292	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 20:21	375504.2	3758609
293	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	9	Sam Stewart	11/16/2018 1:06	375460.1	3758609
294	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	11	Sam Stewart	11/16/2018 0:41	375280.4	3758607
295	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 20:21	375508.6	3758605

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
296	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 0:42	375277.1	3758604
297	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	9	Sam Stewart	11/16/2018 20:20	375512.4	3758601
298	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 0:42	375273.6	3758601
299	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:38	375385.9	3758601
300	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:37	375387.6	3758600
301	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	11	Sam Stewart	11/16/2018 1:45	375449.6	3758598
302	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 20:20	375515.5	3758597
303	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 0:43	375268.9	3758597
304	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	9	Sam Stewart	11/16/2018 1:05	375446.9	3758597
305	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:38	375390.4	3758596
306	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	9	Sam Stewart	11/16/2018 1:44	375416.4	3758595
307	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:19	375518.7	3758595
308	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:38	375393.3	3758595
309	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	8	Sam Stewart	11/16/2018 1:05	375444.8	3758594
310	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:43	375265.1	3758593
311	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:43	375402.4	3758593
312	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 19:05	375564	3758592
313	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 20:20	375522.1	3758592
314	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:46	375263.1	3758591
315	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	8	Sam Stewart	11/16/2018 1:04	375441.4	3758591
316	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:42	375402.6	3758590
317	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:43	375398.3	3758590
318	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:18	375524.9	3758589
319	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:44	375262.7	3758588
320	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/16/2018 19:06	375569.4	3758587
321	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 1:42	375400.2	3758587
322	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:19	375528.5	3758586
323	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:46	375263	3758585
324	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:47	375266.3	3758584
325	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:47	375263.8	3758583
326	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 20:18	375531.4	3758583
327	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/16/2018 19:06	375575.2	3758581
328	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:17	375538.5	3758581
329	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	8	Sam Stewart	11/16/2018 1:04	375430.9	3758580
330	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:41	375405.8	3758580
331	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:02	375416.5	3758577
332	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:41	375408	3758577
333	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:02	375418.6	3758575
334	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:02	375414.3	3758575
335	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:41	375410.6	3758575
336	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:17	375545	3758574
337	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:03	375420.4	3758573
338	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 1:39	375395.6	3758572
339	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:48	375278.6	3758571
340	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:48	375280.4	3758569
341	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/16/2018 20:17	375549.2	3758569
342	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	15	Sam Stewart	11/16/2018 0:49	375285.1	3758569
343	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:39	375400.9	3758569
344	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 0:48	375282.6	3758567
345	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 0:49	375290.6	3758566
346	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:40	375403.6	3758566
347	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	15	Sam Stewart	11/16/2018 0:52	375293.2	3758564
348	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 1:40	375406.8	3758563
349	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:16	375556	3758562
350	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	18	Sam Stewart	11/16/2018 0:50	375278	3758561
351	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	15	Sam Stewart	11/16/2018 0:52	375295.4	3758561
352	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/16/2018 19:07	375598.4	3758559
353	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	13	Sam Stewart	11/16/2018 0:51	375298.3	3758558
354	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/16/2018 19:44	375611.2	3758555

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
355	Private Property	Red gum	Eucalyptus camaldulensis	Rosid	Myrtaceae	Good	14	Sam Stewart	11/16/2018 0:51	375301.8	3758555
356	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	18	Sam Stewart	11/16/2018 0:50	375288.2	3758552
357	Private Property	Fern pine	Podocarpus gracilior	Pinales	Podocarpaceae	Good	13	Sam Stewart	11/16/2018 19:08	375615.3	3758552
358	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 20:15	375567.6	3758551
359	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	8	Sam Stewart	11/16/2018 1:01	375404.7	3758550
360	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 0:53	375306.2	3758549
361	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	12	Sam Stewart	11/16/2018 19:44	375620.9	3758547
362	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:53	375309	3758546
363	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	9	Sam Stewart	11/16/2018 1:00	375399.7	3758546
364	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 19:08	375616.6	3758545
365	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/16/2018 19:46	375625.9	3758545
366	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	9	Sam Stewart	11/16/2018 0:59	375395.2	3758542
367	Private Property	Callery pear	pyrus taiwanensis	Rosales	Roseaceae	Good	13	Sam Stewart	11/16/2018 19:09	375625.7	3758542
368	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:54	375308.5	3758541
369	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:54	375310.6	3758539
370	Private Property	Fern pine	Podocarpus gracilior	Pinales	Podocarpaceae	Good	16	Sam Stewart	11/16/2018 19:47	375627.8	3758538
371	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/16/2018 20:15	375578.3	3758537
372	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:54	375323.3	3758530
373	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:55	375324.6	3758527
374	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 19:48	375646.8	3758526
375	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:54	375325.7	3758525
376	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/16/2018 0:56	375328.2	3758523
377	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	10	Sam Stewart	11/16/2018 19:57	375768.7	3758523
378	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/16/2018 0:55	375319	3758521
379	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 19:49	375669.8	3758519
380	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 19:50	375705.8	3758518
381	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 19:50	375713.7	3758517
382	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	10	Sam Stewart	11/16/2018 19:49	375695.9	3758517
383	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 20:14	375614.8	3758510
384	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/16/2018 20:13	375622.4	3758507
385	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:58	375347	3758506
386	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	20	Sam Stewart	11/16/2018 0:56	375335.1	3758505
387	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:57	375342.1	3758505
388	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:57	375349.1	3758505
389	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 0:57	375345.4	3758504
390	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:58	375351.1	3758503
391	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/16/2018 0:58	375352.6	3758501
392	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	15	Sam Stewart	11/16/2018 20:02	375799.9	3758494
393	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/16/2018 20:13	375670.1	3758493
394	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	15	Sam Stewart	11/16/2018 20:01	375806.6	3758493
395	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	11	Sam Stewart	11/16/2018 20:01	375803	3758493
396	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	17	Sam Stewart	11/16/2018 20:03	375785.9	3758492
397	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	18	Sam Stewart	11/16/2018 20:03	375795.4	3758492
398	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	14	Sam Stewart	11/16/2018 20:02	375792.2	3758491
399	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/16/2018 20:04	375783.5	3758490
400	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	12	Sam Stewart	11/16/2018 20:06	375732.7	3758490
401	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/16/2018 20:04	375781.5	3758489
402	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	14	Sam Stewart	11/18/2018 23:33	375810.6	3758489
403	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/16/2018 20:06	375771.9	3758488
404	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	14	Sam Stewart	11/16/2018 20:05	375774	3758488
405	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	18	Sam Stewart	11/16/2018 20:05	375777.5	3758487
406	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/18/2018 23:32	375813.6	3758487
407	Street	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Fair	24	Sam Stewart	11/16/2018 20:11	375691.2	3758485
408	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	14	Sam Stewart	11/18/2018 23:32	375813.2	3758483
409	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/18/2018 23:34	375841.5	3758482
410	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	15	Sam Stewart	11/18/2018 23:31	375812.9	3758480
411	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	12	Sam Stewart	11/18/2018 23:30	375812.3	3758476
412	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	10	Sam Stewart	11/18/2018 23:36	375841.5	3758473
413	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	13	Sam Stewart	11/18/2018 23:30	375812	3758469

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
414	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/18/2018 23:29	375812.8	3758465
415	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/18/2018 23:36	375840.7	3758462
416	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	15	Sam Stewart	11/18/2018 23:29	375812.3	3758459
417	Private Property	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	10	Sam Stewart	11/18/2018 23:37	375841.8	3758452
418	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	11	Sam Stewart	11/18/2018 23:28	375812.2	3758450
419	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	11	Sam Stewart	11/18/2018 23:28	375811.5	3758443
420	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	12	Sam Stewart	11/18/2018 23:37	375841.5	3758438
421	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	9	Sam Stewart	11/18/2018 23:27	375812.4	3758434
422	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/18/2018 23:27	375812.3	3758429
423	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	11	Sam Stewart	11/18/2018 23:38	375840.3	3758427
424	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	12	Sam Stewart	11/18/2018 23:27	375812.7	3758426
425	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	8	Sam Stewart	11/18/2018 23:26	375812.6	3758423
426	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	9	Sam Stewart	11/18/2018 23:26	375813.3	3758416
427	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	36	Sam Stewart	11/18/2018 23:39	375840.5	3758409
428	Private Property	Jacaranda	Jacaranda mimosifolia	Lamiales	Bignoniaceae	Good	10	Sam Stewart	11/18/2018 23:25	375813.3	3758408
429	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	16	Sam Stewart	11/18/2018 23:25	375810	3758399
430	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	10	Sam Stewart	11/18/2018 23:39	375840	3758396
431	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	13	Sam Stewart	11/18/2018 23:24	375805.6	3758394
432	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	15	Sam Stewart	11/18/2018 23:24	375801.7	3758392
433	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	15	Sam Stewart	11/18/2018 23:24	375795	3758390
434	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	20	Sam Stewart	11/18/2018 23:40	375840.5	3758388
435	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	10	Sam Stewart	11/18/2018 23:41	375840.8	3758380
436	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/18/2018 23:22	375800.7	3758373
437	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	18	Sam Stewart	11/18/2018 23:22	375788.1	3758372
438	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	11	Sam Stewart	11/18/2018 23:42	375840.2	3758354
439	Private Property	Evergreen ash	Fraxinus uhdei	Lamiales	Oleaceae	Good	10	Sam Stewart	11/18/2018 23:43	375840.9	3758330
440	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	9	Sam Stewart	11/18/2018 23:07	375696	3758324
441	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	9	Sam Stewart	11/18/2018 23:44	375840	3758324
442	Street	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	22	Sam Stewart	11/18/2018 23:06	375692.7	3758323
443	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	13	Sam Stewart	11/18/2018 23:17	375698.7	3758323
444	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	15	Sam Stewart	11/18/2018 23:45	375838.1	3758317
445	Public School	Evergreen ash	Fraxinus uhdei	Lamiales	Oleaceae	Good	18	Sam Stewart	11/18/2018 23:21	375777.1	3758316
446	Street	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	22	Sam Stewart	11/18/2018 23:05	375693.7	3758315
447	Street	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	18	Sam Stewart	11/18/2018 23:04	375694	3758298
448	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/18/2018 23:46	375839.1	3758297
449	Street	European hackberry	Celtis australis	Rosales	Cannabaceae	Good	19	Sam Stewart	11/18/2018 23:03	375694.4	3758276
450	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	16	Sam Stewart	11/18/2018 23:47	375839.5	3758274
451	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	19	Sam Stewart	11/18/2018 23:47	375840.3	3758267
452	Street	Chinese elm	Ulmus parvifolia	Rosales	Ulmaceae	Good	17	Sam Stewart	11/18/2018 23:03	375694.3	3758256
453	Public School	Peruvian pepper	Schinus molle	Sapindales	Anacardiaceae	Good	30	Sam Stewart	11/18/2018 23:02	375699.3	3758246
454	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	17	Sam Stewart	11/18/2018 23:48	375839.8	3758240
455	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/18/2018 23:49	375835.1	3758219
456	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/18/2018 23:50	375836.2	3758212
457	Public School	Gold medallion tree	Cassia leptophylla	Rosid	Fabacae	Poor	20	Sam Stewart	11/18/2018 22:57	375802.8	3758204
458	Public School	Magnolia	Magnolia grandiflora	Magnoliales	Magnoliaceae	Good	18	Sam Stewart	11/18/2018 23:01	375706.8	3758189
459	Public School	Magnolia	Magnolia grandiflora	Magnoliales	Magnoliaceae	Good	17	Sam Stewart	11/18/2018 23:00	375746.5	3758189
460	Private Property	Fern pine	Podocarpus gracilior	Pinales	Podocarpaceae	Good	8	Sam Stewart	11/18/2018 22:55	375797.8	3758106
461	Private Property	Fern pine	Podocarpus gracilior	Pinales	Podocarpaceae	Good	7	Sam Stewart	11/18/2018 22:54	375806.8	3758104
462	Private Property	Magnolia	Magnolia grandiflora	Magnoliales	Magnoliaceae	Good	25	Sam Stewart	11/18/2018 22:53	375804.6	3758073
463	Private Property	Magnolia	Magnolia grandiflora	Magnoliales	Magnoliaceae	Good	22	Sam Stewart	11/18/2018 22:52	375803	3758031
464	Private Property	Red-flowering gum	Eucalyptus ficifolia	Rosid	Myrtaceae	Good	30	Sam Stewart	11/18/2018 22:51	375806.3	3757992
465	Private Property	Liquidambar	Liquidambar styraciflua	Saxifragales	Altingiaceae	Good	15	Sam Stewart	11/18/2018 22:49	375804.8	3757949
466	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12	Sam Stewart	11/18/2018 22:48	375800.8	3757929
467	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	14	Sam Stewart	11/18/2018 22:49	375803.3	3757927
468	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	9	Sam Stewart	11/18/2018 22:48	375800.4	3757927
469	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	11/18/2018 22:48	375800.3	3757925
470	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	11	Sam Stewart	11/18/2018 22:47	375799.9	3757921
471	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	23	Sam Stewart	11/18/2018 22:44	375801	3757747
472	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/18/2018 22:43	375802.8	3757683

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
473	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/18/2018 22:42	375803.1	3757678
474	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/18/2018 22:39	375802.5	3757505
475	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/18/2018 22:37	375797.5	3757479
476	Private Property	Giant yucca	Asparagaceae	Asparagales	Asparagaceae	Good	9.5	Sam Stewart	11/18/2018 22:38	375793.1	3757477
477	Private Property	Giant yucca	Asparagaceae	Asparagales	Asparagaceae	Good	15	Sam Stewart	11/18/2018 22:39	375790.1	3757477
478	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	8	Sam Stewart	11/18/2018 22:36	375803.5	3757446
479	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	18	Sam Stewart	11/18/2018 22:36	375800.1	3757439
480	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	19	Sam Stewart	11/18/2018 22:35	375800.3	3757436
481	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	19	Sam Stewart	11/18/2018 22:35	375801	3757424
482	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12.5	Sam Stewart	11/18/2018 22:34	375798.9	3757419
483	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	13	Sam Stewart	11/18/2018 22:34	375798.8	3757415
484	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	11	Sam Stewart	11/18/2018 22:33	375798.7	3757409
485	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	17	Sam Stewart	11/18/2018 22:32	375798.3	3757405
486	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	13	Sam Stewart	11/18/2018 22:32	375799	3757399
487	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	11.5	Sam Stewart	11/18/2018 22:31	375798.8	3757393
488	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12	Sam Stewart	11/18/2018 22:29	375790.9	3757338
489	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12	Sam Stewart	11/18/2018 22:30	375791.5	3757337
490	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	14	Sam Stewart	11/18/2018 22:28	375786.7	3757337
491	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12	Sam Stewart	11/18/2018 22:29	375789.9	3757337
492	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	18	Sam Stewart	11/18/2018 22:27	375800.1	3757299
493	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:03	375824.8	3757297
494	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/19/2018 0:03	375824.9	3757292
495	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:04	375824.8	3757265
496	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:05	375830.8	3757249
497	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:05	375830.9	3757246
498	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:06	375830.7	3757230
499	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	17	Sam Stewart	11/19/2018 0:08	375830.5	3757227
500	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	11	Sam Stewart	11/18/2018 22:25	375796.8	3757219
501	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	10	Sam Stewart	11/18/2018 22:24	375796.6	3757208
502	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	13	Sam Stewart	11/18/2018 22:25	375796	3757206
503	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:10	375830.2	3757160
504	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/19/2018 0:08	375829.9	3757150
505	Private Property	Fern pine	Podocarpus gracilior	Pinales	Podocarpaceae	Good	18	Sam Stewart	11/18/2018 22:23	375794.1	3757145
506	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:11	375829.5	3757143
507	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:11	375830.7	3757132
508	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:12	375830.4	3757125
509	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:12	375826.8	3757122
510	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:12	375827.4	3757105
511	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:13	375828.3	3757098
512	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	10	Sam Stewart	11/18/2018 22:21	375796.4	3757096
513	Private Property	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	8.5	Sam Stewart	11/18/2018 22:20	375795.4	3757074
514	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:14	375827.6	3757073
515	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:14	375828.5	3757067
516	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	11	Sam Stewart	11/19/2018 0:14	375828.8	3757054
517	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/19/2018 0:15	375828.2	3757045
518	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	18	Sam Stewart	11/18/2018 22:19	375783.8	3757029
519	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	14	Sam Stewart	11/19/2018 0:15	375826.4	3757025
520	Private Property	Canary Island pine	Pinus canariensis	Pinales	Pinus	Good	15	Sam Stewart	11/18/2018 22:18	375790.8	3757023
521	Private Property	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	20	Sam Stewart	11/18/2018 22:17	375788.3	3757021
522	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:16	375826.4	3757020
523	Private Property	Italian Cypress	Cupressus sempervirens	Pinales	Cupressaceae	Good	23	Sam Stewart	11/18/2018 22:16	375789.2	3757011
524	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/19/2018 0:17	375826.5	3757009
525	Private Property	Chinese juniper	Juniperus chinensis	Pinales	Cupressaceae	Good	9.5	Sam Stewart	11/18/2018 22:13	375791.4	3757008
526	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	13	Sam Stewart	11/19/2018 0:17	375826.5	3757004
527	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/19/2018 0:18	375829.5	3756991
528	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Poor	16	Sam Stewart	11/19/2018 0:18	375827.6	3756987

Label	Tree Location	Tree Species	Scientific Name	Order	Family	Tree Health	Diameter at Breast Height (Inches)	Surveyor Name	Survey Date	UTM Easting	UTM Northing
529	Private Property	Carrotwood	Cupaniopsis anacardioides	Rosid	Sapindacae	Good	11	Sam Stewart	11/18/2018 22:06	375771.8	3756986
530	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	12/6/2018 21:47	375684.2	3756983
531	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	12/6/2018 21:48	375684	3756980
532	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	12/6/2018 21:49	375684.1	3756976
533	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	16	Sam Stewart	11/19/2018 0:19	375828.3	3756975
534	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	12/6/2018 21:51	375684.1	3756973
535	Street	Mexican fan palm	Washingtonia robusta	Arecales	Arecaceae	Good	15	Sam Stewart	11/19/2018 0:20	375829.2	3756970
536	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	13	Sam Stewart	12/6/2018 21:51	375684	3756969
537	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	12/6/2018 21:52	375684	3756967
538	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10	Sam Stewart	12/6/2018 21:54	375684.1	3756959
539	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12	Sam Stewart	12/6/2018 21:55	375683.7	3756951
540	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	9	Sam Stewart	12/6/2018 21:55	375683.6	3756949
541	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	10.5	Sam Stewart	11/18/2018 22:00	375771.1	3756904
542	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12	Sam Stewart	11/18/2018 21:59	375779.9	3756902
543	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	11	Sam Stewart	11/18/2018 21:59	375786.2	3756899
544	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	12.5	Sam Stewart	11/18/2018 21:59	375790	3756891
545	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	9	Sam Stewart	11/18/2018 21:58	375790.3	3756884
546	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	8	Sam Stewart	11/18/2018 21:56	375790	3756875
547	Private Property	Queen palm	Syagrus romanzoffiana	Arecales	Arecaceae	Good	9	Sam Stewart	11/18/2018 21:56	375790	3756870
548	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	21	Sam Stewart	11/18/2018 21:53	375781	3756826
549	Street	Little-Leaved Fig	Ficus microcarpa	Rosales	Moraceae	Good	17	Sam Stewart	11/18/2018 21:54	375750.2	3756826

APPENDIX 3

REPRESENTATIVE PHOTOS



Photo 1: Brazilian pepper tree (numbers 45 and 46).



Photo 2: Callery pear tree (number 126).



Photo 3: Cajeput tree (number 23).



Photo 4: Carrotwood (number 132).



Photo 5: Chinese elm (number 306).



Photo 6: Canary island pine (numbers 392, 394 and 395).



Photo 7: Coral tree (number 53).



Photo 8: Fern pine (number 461).



Photo 9: Chinese juniper (number 525).



Photo 10: Giant yucca (numbers 476 and 477).



Photo 11: Italian stone pine (number 197).



Photo 12: Evergreen ash (number 439).



Photo 13: Italian cypress (number 523).



Photo 14: Jacaranda (numbers 133 and 140).



Photo15: Liquidambar (number 223).



Photo 16: Little-leaved fig (number 18).



Photo 17: Magnolia (number 458).



Photo 18: Mexican fan palm (number 30 and 31).



Photo 19: Narrow-leaved eucalyptus (number 142).



Photo 20: Peruvian pepper (number 453).



Photo 21: Queen palm (number 154).



Photo 22: Red gum (number 278).



Photo 23: Western sycamore (number 148).

4.3.4

CNDDB Survey (TBD)

Appendix 4.4

Cultural Resources

4.4.1

Cultural Resource Investigation

Cultural Resource Investigation in Support of the Inglewood Transit Connector Project, Los Angeles County, California

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Technical Report 18-640

December 4, 2018

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CULTURAL RESOURCE INVESTIGATION IN SUPPORT OF THE INGLEWOOD TRANSIT CONNECTOR PROJECT, LOS ANGELES COUNTY, CALIFORNIA

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MANAGEMENT SUMMARY

The proposed Inglewood Transit Connector Project (Project) would include an automated people mover system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District which includes the new National Football League stadium currently under construction, and the proposed Inglewood Basketball and Entertainment Center in the city of Inglewood, California. PaleoWest Archaeology (PaleoWest) was contracted by Meridian Consultants to conduct a Phase I cultural resource assessment of the Project area in compliance with the California Environmental Quality Act (CEQA). The City of Inglewood is the Lead Agency for the purposes of the CEQA.

This report summarizes the methods and results of the cultural resource investigation of the Project area. This investigation included background research, communication with the Native American Heritage Commission (NAHC) and interested Native American tribal groups, and an intensive pedestrian survey of the Project area. The purpose of the investigation was to determine the potential for the Project to impact historic resources under CEQA.

A cultural resource records search and literature review was conducted on June 20, 2018, at the South Central Coastal Information Center of the California Historical Resource Information System housed at California State University, Fullerton. The records search indicated that no fewer than 21 previous studies have been conducted within a half-mile of the Project area; however, no prehistoric or historical archaeological resources were identified within a half-mile of the Project area.

As part of the cultural resource assessment of the Project area, PaleoWest also requested a search of the Sacred Lands File (SLF) from the NAHC. Results of the SLF search indicate that there are no known Native American cultural resources within the immediate Project area but suggested contacting five Native American tribal groups to find out if they have additional information about the Project area. Five individuals were contacted. Two responses were received as a result of the outreach efforts. The Gabrieleno Band of Mission Indians- Kizh Nation requested lead agency contact information to consult directly with the City, Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated the Project area is sensitive for cultural resources and requested cultural and Native American monitoring for the Project.

PaleoWest conducted a windshield/reconnaissance survey of the proposed Project area on July 20, 2018. No prehistoric or historic archaeological resources were identified during the survey. However, ground visibility was very poor throughout the Project due the high degree of urban development disturbance. As such, the likelihood of encountering intact archaeological resources within the Project area is low. PaleoWest does not recommend any additional cultural resource management for the proposed Project.

1.0 INTRODUCTION

The proposed Inglewood Transit Connector Project (Project) would include an automated people mover (APM) system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District (LASED) which includes the new National Football League (NFL) stadium (currently under construction), and the proposed Inglewood Basketball and Entertainment Center in the city of Inglewood, California. The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction as well as a Maintenance and Storage Facility (MSF) and Intermodal Transportation Facility (ITF). PaleoWest Archaeology (PaleoWest) was contracted by Meridian Consultants to conduct a Phase I cultural resource assessment of the Project area in compliance with the California Environmental Quality Act (CEQA). The City of Inglewood is the Lead Agency for the purposes of the CEQA.

1.1 PROJECT LOCATION AND DESCRIPTION

The proposed Project is located entirely within the city of Inglewood, in Los Angeles County, east of the San Diego Freeway (Interstate 405 [I-405]) and north of the Glen Anderson Freeway (I-105) (Figure 1-1). The proposed Project is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the LASED to the east; and La Brea Avenue to the west. The Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public right-of-way (ROW) for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue. The APM would include five proposed stations within the public ROW, located at North Market Street, East Manchester Boulevard, the Forum, Hollywood Park, and West Century Boulevard. The potential locations for the MSF and ITF would occupy parcels immediately adjacent to the APM alignment. The Project area is situated within Sections 28, 33, 34 as well as unsectioned areas, Township 2 South, Range 14 West, San Bernardino Baseline and Meridian (SBBM), as depicted on the Inglewood, CA 7.5' U.S. Geological Survey (USGS) topographic quadrangle (Figure 1-2). The elevation of the Project area ranges between 95 and 158 feet above mean sea level (amsl).

The proposed Project would include transit improvements that would be constructed in an area of the city of Inglewood within the public ROW from Market Street at the Metro Crenshaw/LAX line; south to the intersection of Market Street and Manchester Boulevard; east to the intersection of Manchester Boulevard and Prairie Avenue; then south to the intersection of Prairie Avenue and Century Boulevard. In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a MSF, one or more ITF and other components such as a power traction system. The MSF would consist of a single four- to six-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM as well as provide for parking areas and drop-off and pick-up locations.

The design and construction of the APM system elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the greatest degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations. The proposed maximum depth of

excavation for the vertical supports of the APM guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the APM guideway structures at the stations is approximately 80 feet below ground surface.

1.2 REPORT ORGANIZATION

This report documents the results of a cultural resource investigation conducted for the proposed Project. Chapter 1 has introduced the project location and description. Chapter 2 states the regulatory context that should be considered for the Project. Chapter 3 synthesizes the natural and cultural setting of the Project area and surrounding region. The results of the cultural resource literature and records search conducted at the South Central Coastal Information Center (SCCIC) and the Sacred Lands File (SLF) search, and a summary of the Native American communications is presented in Chapter 4. The field methods employed during this investigation and findings are outlined in Chapter 5 with management recommendation provided in Chapter 6. This is followed by bibliographic references and appendices.

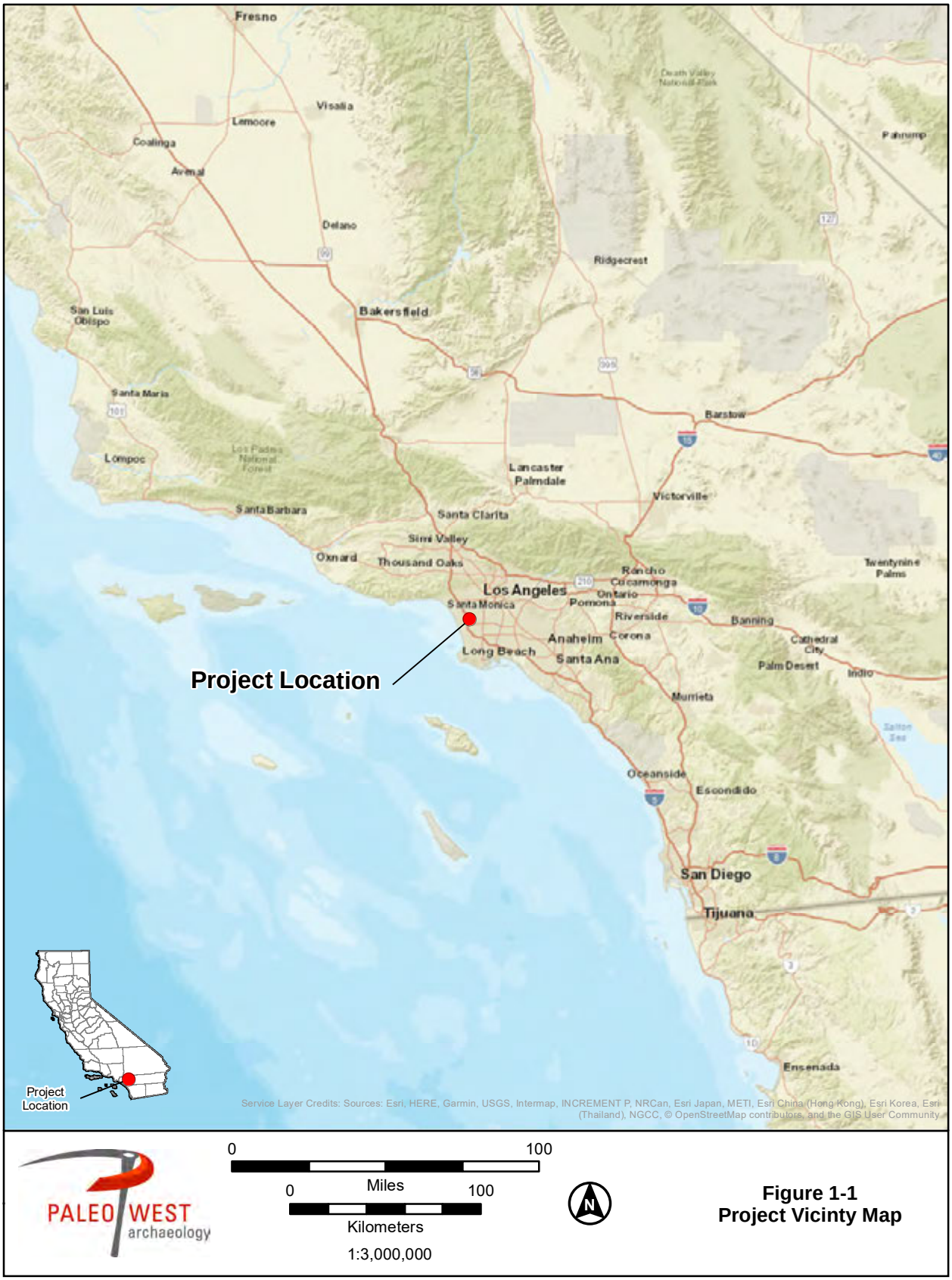


Figure 1-1
Project Vicinty Map

Figure 1-1 Project Vicinity Map

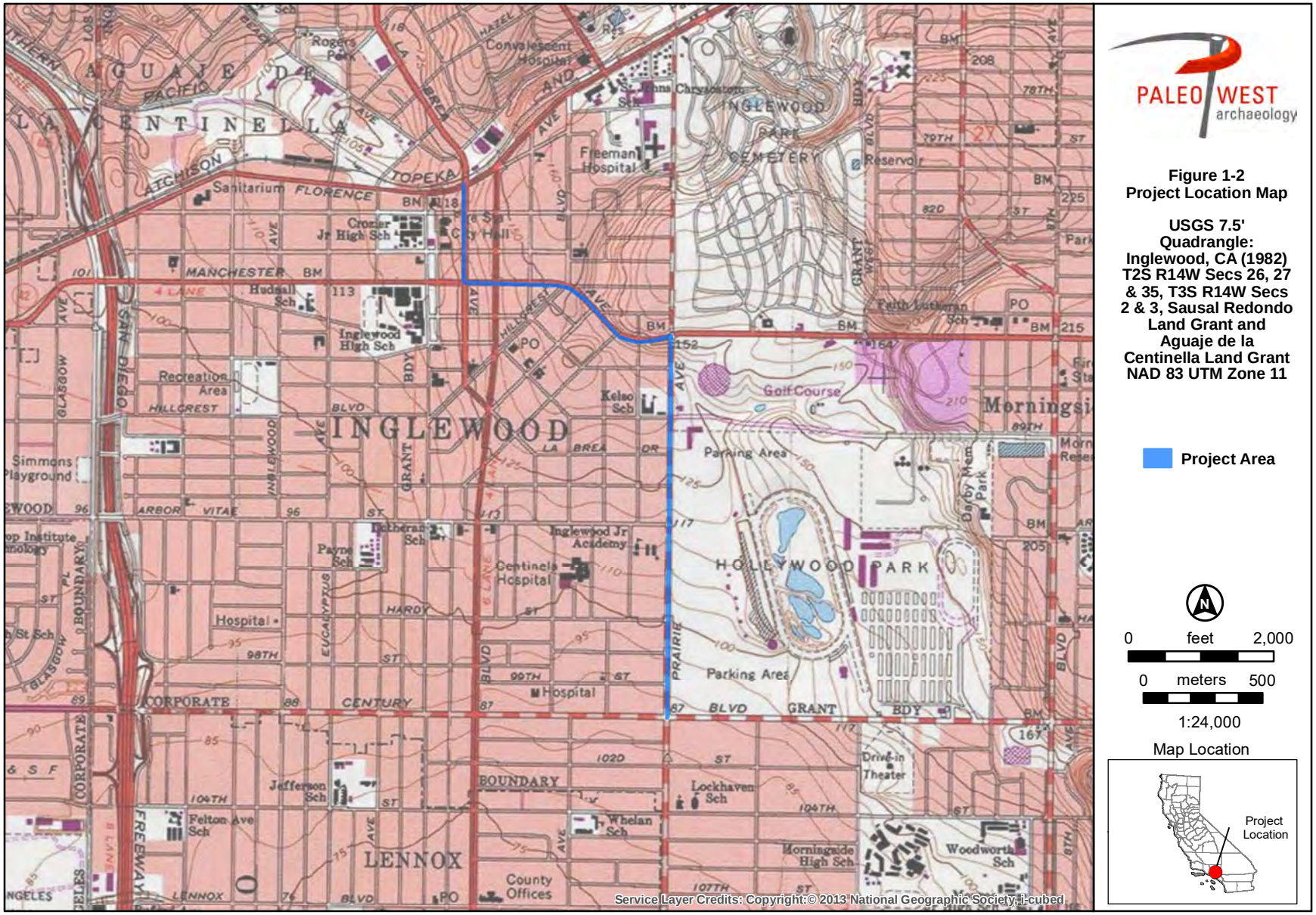


Figure 1-2 Project Location Map

2.0 REGULATORY CONTEXT

2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

2.2 CALIFORNIA ASSEMBLY BILL 52

Signed into law in September 2014, California Assembly Bill 52 (AB 52) created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

3.0 SETTING

This section of the report summarizes information regarding the physical and cultural setting of the Project area, including the prehistoric, ethnographic, and historic contexts of the general area. Several factors, including topography, available water sources, and biological resources, affect the nature and distribution of prehistoric, ethnographic, and historic-period human activities in an area. This background provides a context for understanding the nature of the cultural resources that may be identified within the region.

3.1 ENVIRONMENTAL SETTING

The City of Inglewood is located at the southern edge of the Transverse Ranges geomorphic province, which includes the San Gabriel and San Bernardino mountains to the northeast, and the Santa Monica Mountains to the north. The City is also located near the northern boundary of the Peninsular Ranges geomorphic province, which includes the San Jacinto and Santa Rosa mountains and Newport-Inglewood Fault and the Whittier-Elsinore Fault to the east and southeast (City of Inglewood 2006). Most of the City is underlain by thick (10,000 to 12,000 foot) Tertiary and Quaternary marine and continental sedimentary rocks. The Tertiary rocks, consisting primarily of sandstone, silt-stone, and shale, are almost entirely of marine origin and range in age from Eocene to Pliocene. The Quaternary rocks consist of shallow marine sandstone and siltstone as well as continental siltstone, mudstone, and gravel (City of Inglewood 2006).

Specifically, however in the Baldwin and Rosecrans hills are geomorphic features associated with uplift along the Newport –Inglewood structural zone. Older Quaternary units are exposed in these strongly dissected hills, and elevations range from approximately 75 feet to over 400 feet (Department of Conservation 1998). To the east, Holocene alluvium lies upon the regional coastal basin, also known as the Downey Plain. The sediments overlie an erosional surface of late Pleistocene age. To the west of the Rosecrans Hills is an elevated plain underlain by older Quaternary alluvium.

This area contains a drainage basin, with Holocene sediments, that narrows to the south into the Dominguez Channel. Southwest of the Project, Pleistocene dune sand overlies older alluvial deposits. The main drainage courses within the area are the Dominguez Channel, Compton Creek, and Centinela Creek (Department of Conservation 1998). Prior to the development of the area the dominant plant community consist of coastal sage scrub, freshwater and salt marshes, and riparian woodlands. Common flora found within a coastal sage scrub community consist of California sagebrush (*Artemisia californica*), black sage (*Salvia mellifera*), white sage (*Salvia apiana*), California buckwheat (*Eriogonum fasciculatum*), coast brittle-bush (*Encelia californica*), golden yarrow (*Eriophyllum confertifolium*), and lemonade berry (*Rhus integrifolia*).

3.2 PREHISTORIC SETTING

The most widely used chronological sequence in the Project vicinity distinguishes Early, Middle, and Late periods. It was initially outlined by King (1981) and later revised to include additional radiocarbon dates (King 1990) and to incorporate refinements in our understanding of cultural developments (Arnold 1992).

3.2.1 Early Holocene (9600-5600 cal B.C.)

Archaeological data compiled over the last two decades indicate that initial settlement along the coast of Southern California began at least 12,000 years before present (B.P.). Some of the earliest evidence of human occupation specifically derives from Daisy Cave (CA-SMI-261) on San Miguel Island where radiocarbon samples date the oldest cultural layer at the site between 9600 and 9000 cal B.C. (Erlandson et al. 1996). In the Southern California coastal region, the discovery of fluted projectile points indicates human use of the area possibly as early as possibly 13,000 years ago (Erlandson et al. 1996; Stickel 2010), while sites on San Miguel and Santa Rosa islands have yielded radiocarbon dates older than 10,000 years (Erlandson 1991; Johnson et al. 2001).

However, few known sites date to this earliest period (i.e., pre-10,000 years before present [B.P.]) and relatively few sites have been identified specifically within the Los Angeles Basin that date to the early Holocene. The earliest evidence of human occupation in the Los Angeles region is represented by a set of female human remains that were discovered in association with a handstone in the tar pits of Rancho La Brea in 1914 (Merriam 1914). Possible low population densities may explain the scarcity of sites dating to the early Holocene in the region, but the few known sites do suggest that they tend to be located on elevated landforms, and their presence on the Northern Channel Islands indicates early knowledge and use of marine resources. Diagnostic tools associated with this time period for coastal California have not been identified and cultural assemblages dating to this period have fewer of the grinding implements common to subsequent periods. Research suggests that inhabitants of this period lived in small groups that had a relatively egalitarian social organization and a forager-type land-use strategy (Erlandson 1994; Glassow 1996; Greenwood 1972; Moratto 1984).

3.2.2 Middle Holocene (5600–1650 cal B.C.)

Shortly after 9,000 years ago, sites in the coastal region begin to be characterized by an abundance in milling tools, and the broader subsistence regime, including utilization of plants and seeds, terrestrial animals, and shellfish (Glassow 1996; Glassow et al. 1988; Sutton and Gardner 2010). Increasing populations composed of small, dispersed groups with more generalized tool kits, and a mixed subsistence regime indicating a heavier reliance on shellfish than on fish and terrestrial food sources are also identifiers of the period (Erlandson 1991, 1994, 1997). Population densities appear to have decreased substantially between 6500 and 5000 B.P. throughout the region, and little is known about this period. It has been suggested that the arid conditions associated with the Altithermal (a mid-Holocene period of predominantly warm/dry climate) damaged the environment to the point that only low population densities were sustainable (Glassow 1996; Glassow and Wilcoxon 1988).

After 5000 B.P., population densities increased significantly as conditions became cooler and moister. Between 5000 and 3000 B.P., mortars and pestles became increasingly common throughout the region, suggesting intensified use of acorns (Basgall 1987), as well as the possibility of pulpy roots or tubers (Glassow 1997). Large side-notched and stemmed projectile points became more prevalent, presumably reflecting increased hunting.

Coastal and inland sites of this time period exhibit shallow midden accumulations, suggesting seasonal camping. Based on the distribution of sites assigned to this period, larger groups likely occupied a base camp during a portion of the year, while smaller groups of people used satellite camps to exploit seasonally available floral resources such as grass seeds, berries, tubers, and nuts (cf. Binford 1980; Warren 1968). Site assemblages in coastal Southern California dating to this time contain numerous manos and metates, charmstones, cogged stones, discoidals, and some stone balls. A significant

technological change in ground stone is seen at this time with the appearance of mortars and pestles which suggests the adoption of acorn, nut, and seed processing by coastal groups (Sutton and Gardner 2010). The quantity of projectile points also increases during this time, indicating a subsistence shift toward greater reliance on large game. Burial practices also suggest that society was primarily egalitarian (Glassow 1996). Secondary burials among coastal communities continue to be the dominant mortuary regime with a smaller number of flexed inhumations during the Middle Holocene.

3.2.3 Late Holocene (1650 cal. B.C.–cal A.D. 1542)

Cultural complexity appears to have increased around 3000–2500 B.P. Mortuary data research suggests a substantial change in social organization and political complexity during this period (King 1990). According to King, high-status positions became hereditary and individuals began to accumulate wealth and control exchange systems. Arnold (1991, 1992) proposes that this evolutionary step in socioeconomic complexity occurred around 700–800 years ago. Technological innovation as well as a continued increase in cultural complexity marks the period between 2,500 and 800 years ago. Fishing and sea mammal hunting became increasingly important. This corresponds to the development of the *tomol* (plank canoe), single-piece shell fishhooks, and harpoons (Glassow 1996; King 1990). In addition, the bow and arrow was introduced during this period. Utilization of imported obsidian continued to increase during this period as well (Jones et al. 2007).

A number of these new cultural traits have been thought to be attributable to the arrival of Takic speaking people from the southern San Joaquin Valley in the coastal California region (Sutton 2009). Biological, archaeological, and linguistic data indicate that the Takic groups who settled in the Los Angeles Basin were ethnically distinct from the indigenous Hokan-speaking Topanga populations that had inhabited the region just north of the Project. These Takic speakers are believed to be ancestral to the ethnographic Gabrielino groups (Sutton 2009).

Due to the archaeological evidence gathered it is suggested that Hokan-speaking groups were largely replaced or subsumed by the Gabrielino and Chumash by 2000 B.P. (Sutton and Gardner 2010). Several new types of material cultural appear in the archaeological record during the 700 B.C.-1800 A.D. including the presence of Cottonwood series points, birdstone and “spike” effigies, *Olivella* cupped beads, and *Mytilus* shell disk beads. Additionally, the presence of Southwestern pottery, Patayan ceramic figurines, and Hohokam shell bracelets at some of these later sites suggests interaction between populations in Southern California and the Southwest. Additionally, potential changes in trade networks at this time may be evidenced by an increase in the number and size of steatite artifacts, including large vessels, elaborate effigies, and comals in the archaeological record.

3.3 ETHNOGRAPHIC SETTING

The prehistory of California’s coast spans the entire Holocene and may extend back to late Pleistocene times. At the time of contact however, the ethnographic record indicates that the Gabrielino populations inhabited what is now known as the Los Angeles Basin and the Project region. Traditionally, the Gabrielino occupied a large territory, including the entire Los Angeles Basin, the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern part of the Santa Ana Mountains, and much of the middle and lower Santa Ana River reaches. In addition, the Gabrielino also inhabited the islands of Santa Catalina, San Clemente, and San Nicolas. The Gabrielino language was a Cupan language which is part of the Takic language family and part of a larger language group called Uto-Aztecan (Harrington 1981, Kroeber 1925).

It is believed that more than 50 communities with populations that ranged from 50-150 individuals inhabited the traditional territory of the Gabrielino pre-contact. Each autonomous community or village consisted of one or more patrilineages that maintained permanent placement and the maintenance of surrounding hunting and gathering areas, and ceremonial sites as well. The chief, his family, and elite members were typically the epicenter of the village sites. The village members would encompass and surround the homes of the chief and elite with smaller houses/structures. Other common structures found in Gabrielino villages included sweathouses, clearings for ceremonies and playing fields, as well as cemeteries or burial grounds (McCawley 1996:32-33). Management of food and resources was implemented by the chief and food stores were also kept for each family when supply was low.

The material culture of the Gabrielino is elaborate and has been compared to that of the Chumash. Sources including Padre Geronimo Boscana's accounts (Boscana 1846), Hugo Reid's 1852 letters to the *Los Angeles Star* (Reid and Heizer 1968), and Harrington's (Harrington 1981) early twentieth century interviews describe the common use of shell ornaments and beads, baskets, bone tools, flint weapons and drills, fishhooks, mortars and pestles, wooden bowls and paddles, shell spoons, wooden war clubs, and a variety of steatite items (cooking vessels, comals, ornaments) as many of artifact types common in descriptions of Gabrielino culture (Blackburn 1963). Additionally, artesian development has been observed in the artifact assemblage with the implementation of inlaid with shell (using asphalt) and in the steatite items from production centers on Catalina Island.

Trade was an important element of the Gabrielino economy. While the principal Gabrielino-produced commodity—steatite vessels from centers on Catalina Island—originated well outside the defined study region, trade in steatite items was conducted throughout local territory and involved external relations with desert, Southwestern, mountain, and coastal groups beyond Gabrielino borders (Kroeber 1925). Subsistence resources were also supplemented by additional supplies of deer skins, seeds, and acorns from interior groups such as the Serrano (Kroeber 1925:629). Additionally, *Olivella* shell callus beads, manufactured on the northern Channel Islands by the Chumash and their predecessors, were reportedly used quite frequently as a currency or as a status symbol by the Gabrielino and other Southern California groups.

As described in ethnographic sources, the subsistence resource base for the Gabrielino people included native grass seeds, six or more types of acorns, pinyon pine nuts, seeds and berries from various shrubs, fresh greens and shoots, mule deer, pronghorn, mountain sheep, rabbits and rodents, quail and waterfowl, snakes, lizards, insects, and freshwater fish, plus a wide variety of marine fish, shellfish, and sea mammals in coastal zones. Resource exploitation techniques were also described in ethnographic accounts and include rabbit drives in conjunction with seasonal controlled burning of chaparral, and the use of throwing sticks or nets in the capture of waterfowl in the low-lying marshlands. Reed rafts may have been employed for marshland hunting (Priestley 1937).

The first contact between the Europeans and the Gabrielino is thought to have occurred in 1542 when Juan Rodriguez Cabrillo's small fleet arrived at Santa Catalina Island when the Spanish exploration of North America began in the early 1500s, and Juan Rodriguez Cabrillo began exploring the Alta California coastline in 1542. Additionally, contact with the Gabrieleno by the Spanish likely occurred again in 1602 with the Sebastían Vizcaíno expedition (McCawley 1996:207) and in 1769 with the Gaspar de Portolá expedition.

Mission San Gabriel was founded on September 8, 1771, but moved to its present location around 1774, due to the second location consisting of more suitable land for agriculture. A second mission, San Fernando, was established within Gabrielino territory in 1797. The assimilation of the Gabrielino people

in to the mission system had gross negative affect on the traditional Gabrielino communities as they were depopulated, had become estranged from many of their traditional cultural practices, their lands, political autonomy, and had even become enslaved and even killed, and suffered from epidemics caused by the introduction of European diseases further reduced the indigenous population. Between 1832 and 1834, as the primary result of secularization of the former mission lands, which was theoretically designed to turn over ownership of some of the lands back to the Native peoples of California, consequently increased the displacement of the Gabrielino (McCawley 1996:208). The establishment of California as a state in 1850 brought further hardships to the Gabrielino, forcing many to eventually settle into smaller groups of Native American and Mexican settlements in places like the Eagle Rock and Highland Park districts of Los Angeles as well as in Pauma, Pala, Temecula, Pechanga, and San Jacinto.

3.4 HISTORICAL SETTING

Spanish exploration of North America in the early 1500s marked some of the first European contact with the indigenous peoples of the area now known as Los Angeles and the Project region. The mission system was established by the Catholic Church and the Spaniards to settle, colonize the Native Americans to utilize their labor to develop the lands, and spread Catholicism from Baja California to what is known today as northern California. The first mission was established in 1769 in present-day San Diego. The mission system's goal was for each mission to be self-sustaining. This required the conversion of indigenous peoples in order to claim lands in the name of Spain and required the Native American population to grow crops, raise livestock, and sustain the mission settlement and provide commodities for trade. The Mission San Gabriel Archangel was the fourth mission established in Alta California in 1771. The Native Americans that traditionally inhabited the region of the Project were assimilated into the Mission San Gabriel.

In addition to establishing the mission system in 1779, Spanish settlement of Alta California also included the establishment of pueblos and presidios. These settlements were used as bases from which to colonize the rest of California. The Spanish also laid out pueblos, or towns along the coast. Providing supplies, animals, and colonists to the Spanish missions and presidios by way of ship was difficult, time-consuming, expensive, and dangerous. Thus, an overland route was necessary to initiate a strong colonizing effort in Alta California. The City of Los Angeles was initially established by a mixed group of settlers, known as the Pobladores, as a pueblo in 1781 (Starr 2005:37). The original site of the plaza was constructed within the Los Angeles River floodplain but was moved to its current location after flooding a quickly became a center for economic, political, and social/cultural activities.

While much of the land in California was under the supervision of the Spanish missions, the Spanish government granted lands to individuals that had served the government (Beedle et al, 2008). Additionally, when Mexico achieved independence from Spain in 1821, the Spanish mission system became subject to the Secularization Act in 1833 where all mission lands became property of the new Mexican government. The former mission lands were divided into smaller land grants and distributed to prominent and wealthy Mexican military officers and families. Between 1835 and 1846, more than 600 land grants in Alta California were recorded with the Mexican government, including the Rancho Palos Verdes and Rancho Sn Pedro Dominguez in the Carson and Wilmington areas which are just south of the Project (Robinson 1948: 12-13; Starr 2005:49-51). As a result of Mexican independence, marine-based trade expanded as California ports were opened to foreign trade.

With the signing of the Treaty of Guadalupe-Hidalgo on February 2, 1848, California formally became an American territory, and two years later, on September 9, 1850, California became the thirty-first state in the Union. Prior to becoming a state, California was divided into 27 counties, and Los Angeles was one of

them. In addition to California being granted statehood, the City of Los Angeles also became incorporated in 1850. In those two years (1848–1850) there was an influx of Americans to California seeking their fortunes, triggered by James Marshall's 1848 discovery of gold at Sutter's Mill. However, statehood and an extensive drought in the 1860s eventually ended the prosperity of the ranchos (Beedle et al, 2008).

Yet, before the drought in the 1860s, a Land Commission was established in 1851 and its purpose was to verify the ownership claims of ranchos in California. Oftentimes, ownership of the ranchos was deemed invalid, consequently opening large tracts of land for purchase. Men such as Abel Stearns, James Irvine, and Llewellyn Bixby, who were notable individuals involved in the development of Southern California were able to take advantage of these newly available lands (Starr 2005:104; Cleland 1966:57-59). Although much of the lands changed ownership, the economy of the time remained largely based on agriculture with an emphasis on raising livestock and crops.

To maintain economic independence, Los Angeles was also established as a port of entry in 1853 to compete with the previously established San Francisco port. However, the port was too shallow and consisted of a rocky shoreline. Phineas Banning, David W. Alexander, and Augustus W. Timms lead efforts to reestablish the port at the Port of Los Angeles in San Pedro. Additionally, population increases in the area was brought on with the onset of the Civil War by the U.S. government establishing military posts in the Los Angeles area on lands donated by individuals like Phineas Banning and B.D. Wilson.

Development boom also occurred with the establishment of rail lines in California that made stagecoach companies obsolete. The establishment of a Southern Pacific Railroad and its completed Los Angeles route in 1880 and the Santé Fe Railway in 1886. Banning also successfully lobbied for a branch of the Southern Pacific Railroad to connect the port to Los Angeles. The establishment of these rail lines further boosted Los Angeles' role in the economic development of Southern California and the United States (Starr 2005:114-118).

The city of Inglewood, where the Project lies, was the first settlement to be established from the formerly known Rancho Agape de la Cantilena in 1888 shortly after a railroad station was constructed in the area. The town consisted of 300 residents at the time and in 1908 the city became incorporated. Inglewood recovered from the nationwide financial crash prior to that in 1905 and established the Poultry Colony in present-day North Inglewood. Additionally, the Inglewood Park Cemetery, located within the northern portion of the Project was developed and the street car line brought both coffins and mourners to the cemetery.

After the earthquake of 1920, many visitors came to observe the damage in Inglewood but stayed due to the pleasant climate. From 1920 to 1925 the city was the fastest growing city in the United States (City of Inglewood, 2018). Until World War II, Inglewood had been a hub for agriculture, but defense industries transformed it into an urban community when industrial activity, stimulated by the war, brought new workers and their families to the city.

During the 1960s and 1970s, the city continued taking on its more metropolitan look and became racially integrated in both residential and business sectors. The city of Inglewood continues to be valued for its access to the major freeways and the now established Los Angeles Airport.

4.0 CULTURAL RESOURCES INVENTORY

A literature review and records search was conducted at the SCCIC, housed at California State University, Fullerton, on June 20, 2018. This inventory effort included the Project area and a half-mile radius around the Project area, collectively termed the Project study area. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

4.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

The records search results indicate that no less than 21 previous investigations have been conducted and documented within the Project study area since 1984 (Table 4-1). None of these studies appear to include the Project area. The records search also indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. As a result, none of the Project area has been previously investigated by these studies.

Table 4-1
Previous Cultural Studies within the Study Area

Report No.	Date	Author(s)	Title
LA-02904	1993	Stickel, Gary E.	Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project
LA-03289	1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation
LA-04385	1984	Scientific Resource Surveys, Inc.	Cultural Resource Survey Report on the Arbor Vitae Street Improvement Project
LA-04836	2000	Science Applications International Corporation	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project
LA-06012	2001	Love, Bruce, Bai " Tom" Tang, and Mariam Dahdul	The Grevillea Mall Park City of Inglewood Los Angeles County, California
LA-06035	2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 04111 Los Angeles County, California
LA-07402	2004	Bonner, Wayne H.	Records Search and Site Visit for Sprint Telecommunications Facility Candidate La60xc408d (Florence Locust Rl) 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-07697	2005	Wlodarski, Robert J.	Records Search Results for Cingular Telecommunications Wireless Site El0118-01 (car Wash) Located at 10200 Hawthorne Boulevard, City of Inglewood, County of Los Angeles, California 90303
LA-07869	2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca 7731d (la Colima), 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii
LA-09513	2008	Bonner, Wayne H. and Kathleen Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23650D (Inglewood Electric), 923 South Prairie Avenue, Inglewood, Los Angeles County, California
LA-09516	2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03329E (Walgreens La Brea), 230 North La Brea Avenue, Inglewood, Los Angeles County, California
LA-10567	2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals

Table 4-1
Previous Cultural Studies within the Study Area

Report No.	Date	Author(s)	Title
		Hensley Shaker, and Casey Tibbitt	
LA-10685	2010	Bonner, Wayne and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2089/CA6588, 336 East Hillcrest Boulevard, Inglewood, Los Angeles, California
LA-11150	2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project
LA-11174	1998	Kadara, Kayode	Inglewood Main Post Office, Inglewood, Los Angeles County
LA-11396	2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR# 3551015375
LA-11414	2011	Loftus, Shannon	Historic Architectural Resource Inventory and Assessment, AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR #3551015375
LA-11974	2012	Morell, Karl	Abandonment Exemption, BNSF Railway Company, Milepost 7.95 to Milepost 13.25, Los Angeles, Los Angeles County, CA
LA-12189	2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02636A (LA636 Medical Building) 336 East Hillcrest Boulevard, Inglewood, California
LA-12352	2012	Rendon, Richard	Federal Land and Water Conservation Fund Program under the National Park Service Edward Vincent Park Multi-Purpose Field Rehabilitation Project, City of Inglewood

4.2 CULTURAL RESOURCES REPORTED WITHIN THE STUDY AREA

The records search indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. One of these resources, 19-189809, is a multi-story commercial building that is located immediately adjacent to the Project area and may be directly or indirectly impacted by the Project. In addition, five buildings/structures, located immediately adjacent to the Project area, are listed on the Directory of Historic Properties Data File. These resources may be directly or indirectly impacted by the Project as well. PaleoWest understands that a separate built-environment resource study is being prepared for this Project. As such, these resources will not be considered further during the cultural resource study conducted by PaleoWest.

4.3 ADDITIONAL SOURCES

Additional sources consulted during the cultural resource literature review and records search include the National Register of Historic Places, the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Directory of Properties in the Historic Property Data File. There are no listed archaeological resources recorded within the Project area or within one half mile of the Project area.

4.4 NATIVE AMERICAN COORDINATION

PaleoWest contacted the NAHC, as part of the cultural resource assessment, on June 15, 2018, for a review of the SLF. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on June 19, 2018, stating that the SLF was completed with negative results. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources (Appendix A). As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project. PaleoWest sent outreach letters to the recommended tribal groups on July 27, 2018 after conducting the pedestrian survey of the Project area on July 20, 2018. These letters were followed up by phone calls on August 29, 2018.

To date responses have been received from three of the five contacted individuals/tribal groups. Mr. Andy Salas of the Gabrieleno Band of Mission Indians- Kizh Nation requested that an email be sent with the lead agency's contact information so that he might contact the lead agency directly with his comments regarding the Project. Mr. Salas was informed that the City would be conducting Assembly Bill 52 consultation efforts at a later date and, at that time, the City would be contacting him directly to provide his comments. Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians stated that the Project lies within a highly sensitive cultural area and that any trenching or excavation for structures such as support columns would likely require archaeological and Native American monitoring. Additionally, Mr. Morales recommended monitoring and requests consultation for the Project. Lastly, Mr. Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council requested that the original email be resent and that he would like to consult with other Tribal Members before offering official comments and recommendations regarding the Project. The email was resent to Mr. Dorame on August 29, 2018.

5.0 FIELD INVESTIGATION

5.1 FIELD METHODS

A windshield/reconnaissance survey of the Project area was conducted by PaleoWest archaeologist Oliver Hegge on July 20, 2018. The purpose of the survey was to observe and note the conditions of the Project area including the extent of the hardscape, the overall degree of ground disturbance, and the character and nature of the Project area. The surveyor drove the length of the APM alignment to identify any areas of open ground surface. He carefully inspected any areas within the Project area likely to contain or exhibit archaeologically or historically sensitive cultural resources and inspected to ensure that if any visible, potentially significant archaeological resources were discovered that they were documented.

The Project area was recorded with digital photographs for use in the report. Photographs included general views of the topography and vegetation density, and other relevant images. A photo log was maintained to include, at a minimum, photo number, date, orientation, photo description, and comments.

One of the primary goals of the reconnaissance survey was to identify historical and prehistoric site indicators. Examples of historical indicators include fence lines, ditches, standing buildings, objects or structures such as sheds, or concentrations of materials at least 45 years in age, such as domestic refuse (e.g., glass bottles, ceramics, toys, or buttons), refuse from other pursuits such as agriculture (e.g., metal tanks, farm machinery parts, horse shoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, railroad spurs, etc.). Examples of prehistoric site indicators include areas of darker soil with concentrations of ash, charcoal, animal bone (burned or unburned), shell, flaked stone, ground stone, pottery, or human bone.

5.2 FIELD RESULTS

The windshield/reconnaissance survey revealed that the majority of the Project area includes residential or commercial structures with associated landscaping and hardscaping. As such, the ground surface within the Project area is almost entirely obscured by hardscape that includes buildings, paved driveways, curbs and sidewalks, paved roadways, and parking lots. The limited small portions of the Project area that lack hardscape are characterized by landscaped lawns and yards associated with residences and businesses as well as what appear to be two or three vacant lots. Due to the lack of ground visibility and extensive disturbance from the built environment, field documentation consisted of general observations and digital photography.

No historical or prehistoric archaeological resources were observed within the Project area during the windshield/reconnaissance survey. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project during the records search. These resources may be directly or indirectly impacted by the Project; however, are not discussed in this study.



Figure 5-1 Market and Regent Street intersection, view to the south



Figure 5-2 Kelso and Prarie Avenue intersection, view to the south



Figure 5-3 Overview of proposed Hollywood Park stop, view to the north



Figure 5-4 Overview of proposed facility site, view to the northwest

6.0 MANAGEMENT RECOMMENDATIONS

The cultural resource records search and field visit did not result in identifying any prehistoric or historical archaeological resources within the Project area. However, the ground visibility within the Project area was very poor; the APM alignment as well as the MSF and ITF locations are almost entirely hardscaped. The built nature of the Project area indicates a high degree of disturbance suggesting the likelihood of encountering intact archaeological deposits near the surface of the Project area to be very low. The Gabrieleno Band of Mission Indians- Kizh Nation and Gabrieleno/Tongva San Gabriel Band of Mission Indians both requested to consult the City on the Project. Additionally, the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated a high sensitivity for cultural resources in the Project and requested cultural and Native American monitoring be conducted for the proposed Project. However, as previously stated, the high degree of urban development disturbance suggests the likelihood of encountering intact archaeological resources is low. PaleoWest does not recommend any additional cultural resource management for the proposed Project.

In the event that potentially significant archaeological materials are encountered during Project-related ground-disturbing activities, all work should be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In addition, Health and Safety Code 7050.5, CEQA 15064.5(e), and Public Resources Code 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Finally, should additional actions be proposed outside the currently defined Project area that have the potential for additional subsurface disturbance, further cultural resource management may be required.

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Appendix A.
Native American Coordination

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

June 19, 2018

Robbie Thomas
PaleoWest Archaeology

Sent by E-mail: rthomas@paleowest.com

RE: Proposed Inglewood Transit Interconnect (18-195) Project, City of inglewood; Inglewood USGS Quadrangle, Los Angeles County, California

Dear Ms. Thomas:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

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Native American Heritage Commission
Native American Contact List
Los Angeles County
6/19/2018

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Inglewood Transit Interconnect Project, Los Angeles County.

PALEOWEST archaeology

626.408.8006 | paleowest.com | 517 South Ivy Avenue | Monrovia, CA 91016

July 27, 2018

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723
Transmitted via admin@gabrielenoindians.org

Re: Cultural Resource Investigation for the Inglewood Connector Project, Inglewood, Los Angeles County, California

Dear Mr. Salas,

On behalf of Meridian Consultants, PaleoWest Archaeology (PaleoWest) is conducting a cultural resource investigation, in compliance with the California Environmental Quality Act (CEQA), for the proposed Inglewood Connector Project (Project) within the city of Inglewood, in Los Angeles County, California. The proposed Project involves development of an elevated Automated People Mover along an aerial alignment that will provide service to Downtown Inglewood, the Forum, the Hollywood Park Development/NFL Stadium, and the Basketball and Entertainment Center. The Project area is located on the Inglewood, Calif. 7.5' USGS quadrangle map, within Sections 28, 33, 34 (Civil Colonies land grant) in T2S/R14W (see attached map).

A cultural resource literature review and records search conducted at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton, indicates that no less than 21 cultural resource studies have been conducted within a one-half-mile radius of the Project area. Five of these studies appear to include portions or all of the Project area. The records search also indicated that no prehistoric or historic archaeological resources have been identified within a one-half-mile radius of the Project area. PaleoWest conducted a reconnaissance survey of the Project area and did not identify any archaeological resources as a result of the survey.

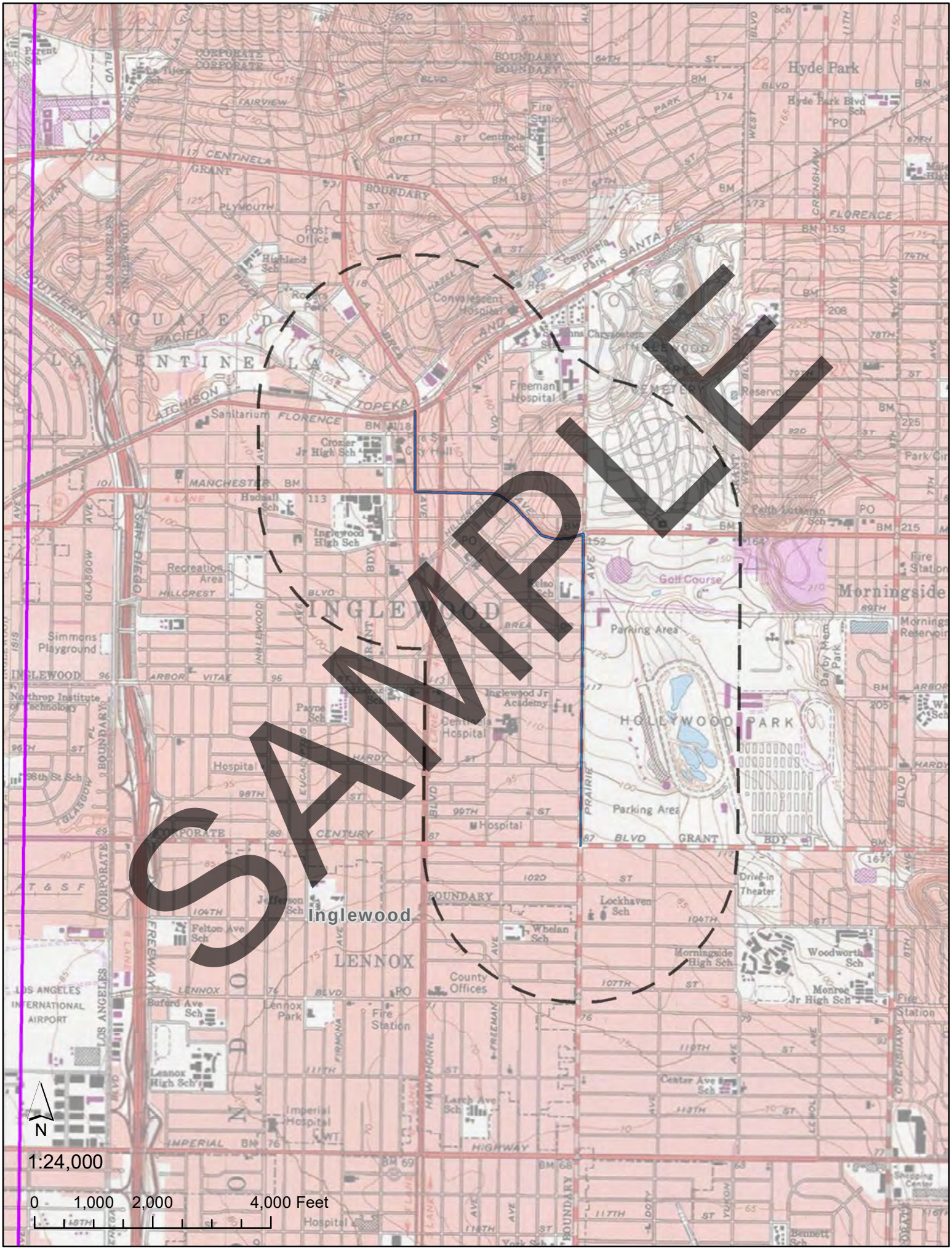
As part of the cultural resource investigation of the Project area, PaleoWest requested a search of the Native American Heritage Commission's (NAHC's) *Sacred Lands File* on June 15, 2018. The NAHC responded on June 19, 2018 indicating that no Native American cultural resources were identified within the Project area. However, should your records show that cultural properties exist within or near the Project area shown on the enclosed map, please contact me at (626) 408-8006 or via e-mail at rthomas@paleowest.com. I will follow-up phone call or email if I do not hear from you.

Your comments are very important to us, and to the successful completion of this Project. I look forward to hearing from you in the near future. Thank you, in advance, for taking the time to review this request.

Respectfully yours,

Roberta Thomas, M.A., RPA
Senior Archaeologist
PaleoWest Archaeology

SAMPLE


SAMPLE
Inglewood
Hyde Park
Morningside
HOLLYWOOD PARK
LENNOX
N
1:24,000
0 1,000 2,000 4,000 Feet

Native American Contact/Response Matrix			
Recommended Contacts (Name and Tribal Affiliation)	**Initial Contact**	**Follow up Attempts**	**Comments/Notes**
Andrew Salas, Chairperson, Gabrieleno Band of Mission Indians – Kizh Nation	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Salas requested the lead agency's contact information so that he send his comments regarding the Project direclty to the lead agency. Mr. Salas was informed that the lead agency would be conducting formal AB 52 consultation at a later date and would reach out to him directly for him comments.
Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Morales stated that the Project lies within a highly culturally sensitive area and that any trenching or excavation for structures such as support columns may require archaeological and Native American monitoring. He stated that he recommends monitoring and requests consultation.
Sandonne Goad, Chairperson, Gabrielino/Tongva Nation	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Left a message for Ms. Goad.
Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Dorame requested that the original email be resent. Email resent on August 29, 2018. Mr. Dorame stated that he would like to consult with other Tribal Members before offering official comments and recommendations.
Charles Alvarez, Chairperson, Gabrielino-Tongva Tribe	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Left a message for Mr. Alvarez.

4.4.2

Historic Resources Impact Memo



HISTORICAL RESOURCES TECHNICAL REPORT

Inglewood Transit Connector

November 19, 2020

HISTORIC RESOURCES GROUP
12 S. Fair Oaks Avenue, Suite 200, Pasadena, CA 91105-3816
Telephone 626 793 2400, Facsimile 626 793 2401
www.historicresourcesgroup.com

PREPARED FOR

Trifiletti Consulting
1545 Wilshire Blvd., Suite 700,
Los Angeles, CA 90017

COVER PHOTO: Market Street, looking south from Regent Street, 1960. *(Inglewood Public Library, Online Archive of California)*

HISTORICAL RESOURCES TECHNICAL REPORT

Inglewood Transit Connector

HISTORIC RESOURCES GROUP

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Appendix A: Field Photographs

Appendix B: List of Parcels in the Project Area and Expanded Study Area

1.0 SUMMARY OF FINDINGS

Historic Resources Group has completed this historical resources technical report to inform environmental review of the proposed Inglewood Transit Connector Project (the Project) under the California Environmental Quality Act (CEQA). The purpose of this report is to determine if historical resources as defined by CEQA are present within the Inglewood Transit Connector project area or immediate vicinity, and to identify potential impacts of the Project to those historical resources and how those impacts might be mitigated.

This report identifies a total of eleven (11) historical resources in the Project Area or Expanded Study Area for the Project. Of these, two (2) are listed in the National Register, and are therefore automatically listed in the California Register; four (4) were previously identified as historic through historic resources surveys, environmental review, or other efforts, and have been re-evaluated as appearing eligible for listing in the National Register and/or California Register; and five (5) were identified through this process and evaluated as appearing eligible for listing in the National Register and/or California Register. All of these properties are considered herein as historical resources for the purposes of CEQA. Therefore, potential impacts of the Project to these properties are analyzed.

As detailed in this report, the Project will result in both direct and indirect impacts to historical resources under CEQA. Of the eleven (11) historical resources identified in the Project Area and/or Expanded Study Area, the Project will have a significant impact on two (2) resources. These include direct impacts resulting from demolition, and indirect impacts from adjacent new construction. Due to the nature of these significant impacts, they cannot be mitigated to a less than significant level, thereby resulting in a substantial adverse change in the significance of those historical resources. Based upon this analysis, this report finds that the Project will have a significant effect on the environment as defined by CEQA.

2.0 PROPOSED PROJECT[1]

The Inglewood Transit Connector (ITC) Project (proposed Project) would develop an automated people mover (APM) system to connect Downtown Inglewood near the Metro Crenshaw/LAX Line to the city's major activity centers including the Forum, the Los Angeles Stadium and Entertainment District (LASED) at Hollywood Park, and the proposed Inglewood Basketball and Entertainment Center (IBEC).

The proposed APM system would be a 1.6-mile, fully elevated, electrically powered train system with a dual-lane guideway and three stations. The APM system would largely be contained within the public rights-of-way of Market Street between Florence Avenue and Manchester Boulevard, Manchester Boulevard between Market Street and Prairie Avenue, and Prairie Avenue between Manchester Boulevard and Hardy Street. *[See Figure 1. Project Location Map.]*

The APM guideway would vary in height between 22 feet and 45.5 feet above grade. The guideway would be a minimum of 33 feet in width, and up 42 feet in width at track switches and stations. Both lanes of the APM guideway would be situated on one side of the right-of-way in between stations and generally be supported by single columns, then gradually transition to opposite sides of the right-of-way on approach to center-platform stations where they would be supported by straddle bents with columns on both sides of the street. Guideway columns would measure 6 by 12 feet in diameter for oblong single columns, and 6 feet to 9 feet in diameter for round straddle bent columns.

The APM system would include three stations with locations at Market Street and Florence Avenue, Prairie Avenue and Pincay Drive, and Prairie Avenue and Hardy Street. Stations would measure approximately 86 feet tall, 75 feet wide, and 250 feet long. Each station would be three levels, including a ground level, mezzanine, and platform level, and would also include vertical circulation elements such as stairs, escalators, and elevators.

In addition, the proposed Project would include other support facilities including an approximately 78,000-square-foot Maintenance & Storage Facility (MSF) to accommodate storage, maintenance, and cleaning of the APM train cars; and two Traction Power Substations (TPSS), measuring approximately 30 feet wide, 100 feet long, and 20 feet tall. These support facilities would be located along the alignment and on properties adjacent to the APM system. The Project would also include the relocation of travel lanes on Prairie Avenue to the east, and a pedestrian bridge across Florence Avenue connecting the Market Street station to the existing Metro station. *[See Figure 2. Project Area Map.]*

[1] Description of the Project as provided by the Applicant.

Figure 1. PROJECT LOCATION MAP

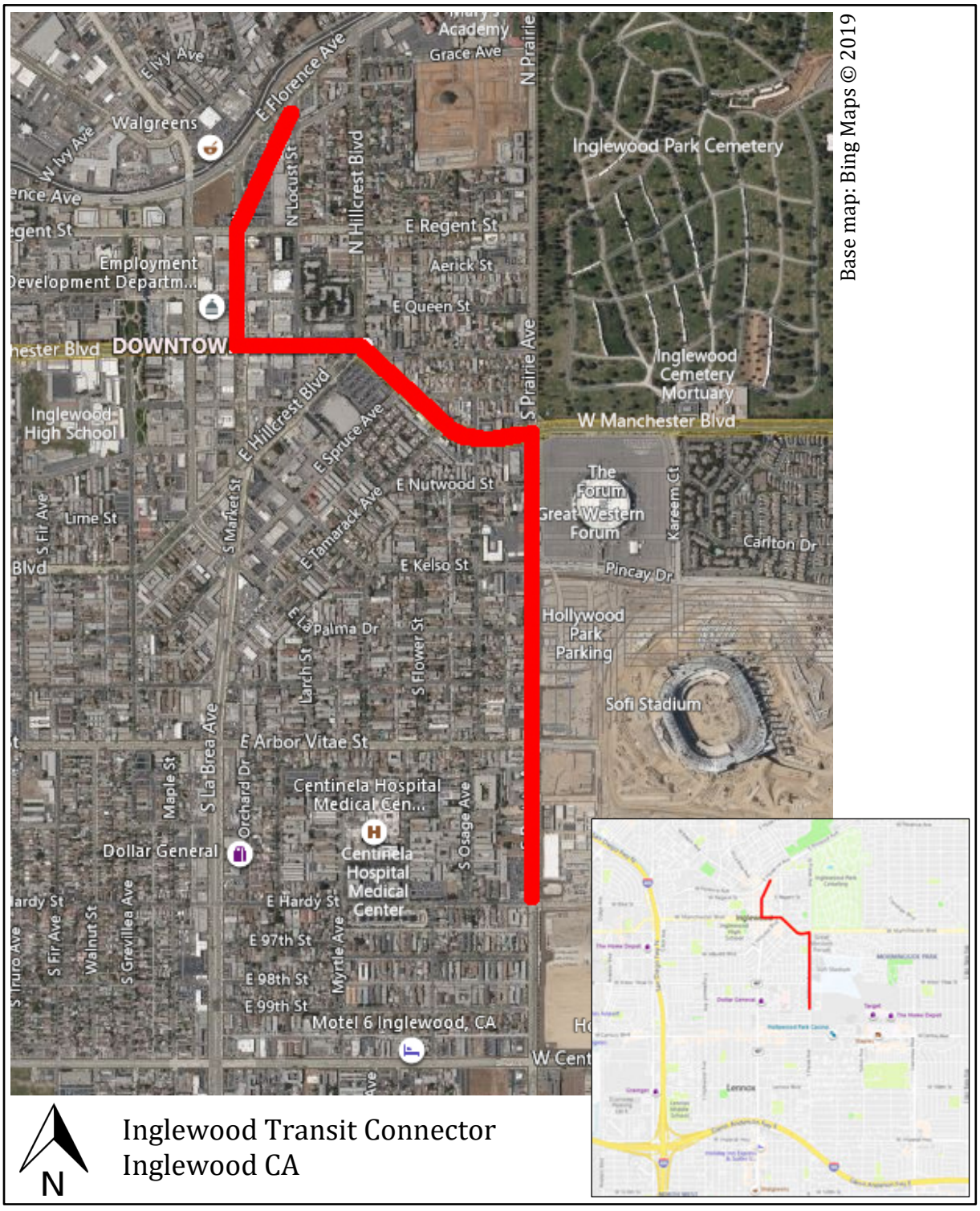
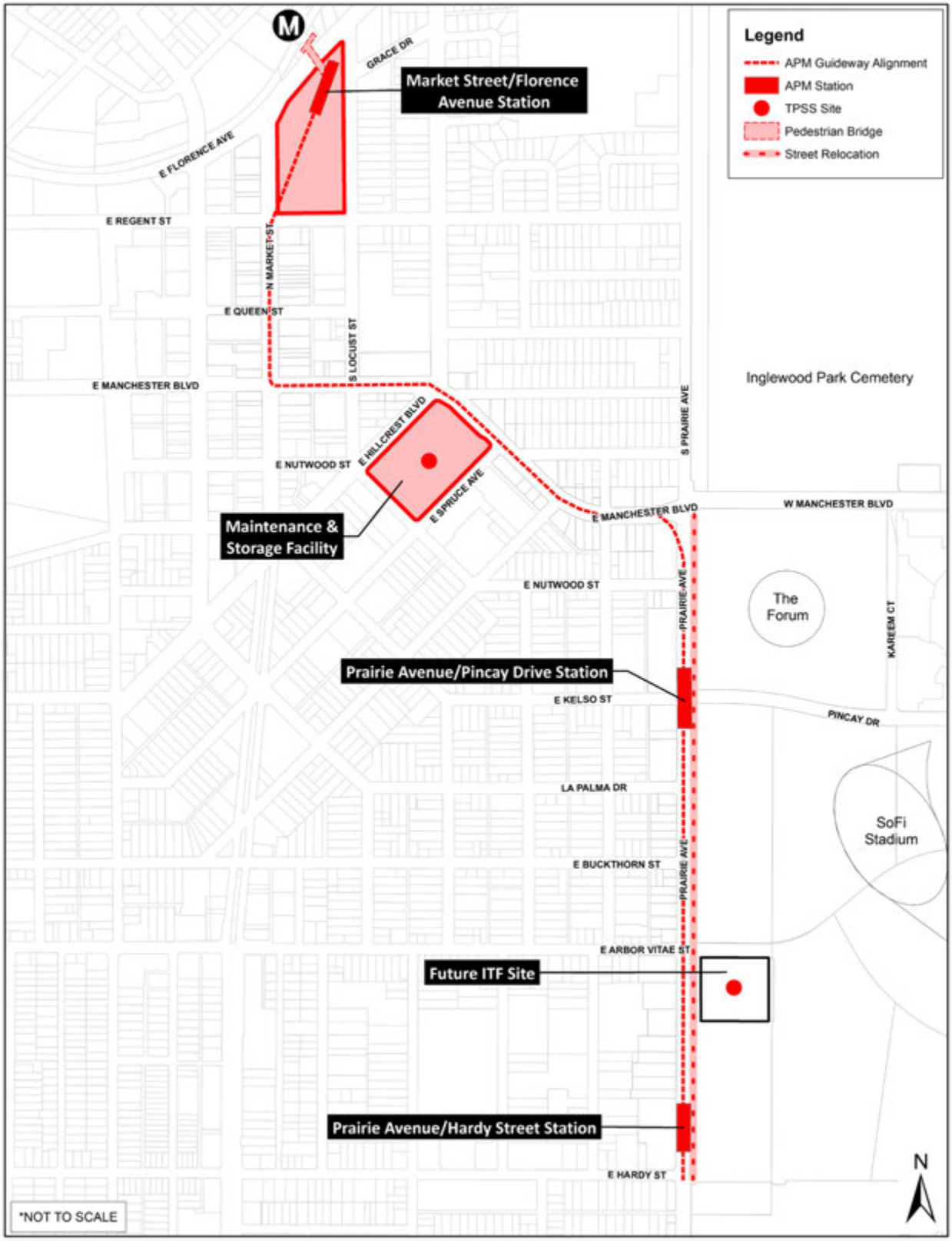


Figure 2. PROJECT AREA MAP



3.0 METHODOLOGY

This report analyzes potential project impacts to historical resources resulting from the Inglewood Transit Connector project. To identify historical resources that could be impacted, this report examines the site of the proposed Project (Project Area) and the immediately surrounding area (Expanded Study Area) to determine if historical resources are present.

The "Project Area" comprises all areas and parcels where new construction will occur. This includes the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue where the elevated APM guideway and two of three APM stations will be constructed; the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street where the Market Street Station would be constructed; parcels north of Florence Avenue where a pedestrian bridge from the Market Street Station to the existing Metro station will land; parcels on the east side of Prairie Avenue where vertical circulation elements (stairs, elevators, escalators) for two of the APM stations will land; the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue where the Maintenance & Storage Facility (MSF) and a Traction Power Substation will be built; parcels east of Prairie Avenue between Manchester and Hardy where the travel lanes will be relocated to the east; the parcel east of Prairie Avenue and south of Arbor Vitae Street (the future site of the Intermodal Transportation Facility, to be constructed by the City of Inglewood) where a Traction Power Substation will be built.

The "Expanded Study Area" has been defined to encompass what is expected to be the maximum extent within which project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides.[2] In addition, where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction have been included in the Expanded Study Area. This includes parcels adjacent to or across from the block where the Market Street Station would be constructed; parcels adjacent to or across from the Maintenance & Storage Facility site; the site where the pedestrian bridge will land; and the two Traction Power Substation sites. *[See Figure 3. Expanded Study Area Map.]*

Where historical resources exist within the Project Area or Expanded Study Area, this report analyzes project impacts for any adverse change in the significance of these resources. In doing so, this report provides a comprehensive review of historical resources that could be impacted, directly or indirectly, by the proposed Project. To this end, this report contains:

[2] The parcel at the northeast corner of Manchester Boulevard and Prairie Avenue is included in the Expanded Study Area because it fronts the alignment right-of-way. While this parcel extends several blocks north of the Project Area to Florence Avenue, project impacts would only be expected in the southernmost portion of the parcel.

- A review of the existing buildings, structures, objects and landscape areas located within the Project Area and Expanded Study Area.
- A review of previous evaluations within the Project Area and Expanded Study Area through historic survey, environmental review, or other official actions.
- Identification and evaluation of historical resources within the Project Area and Expanded Study Area.
- Analysis of potential impacts to historical resources within the Project Area and Expanded Study Area.

For the purpose of this report, properties within the Project Area or Expanded Study Area have been evaluated for their eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

This report was prepared using primary and secondary sources related to the history and development of the City of Inglewood generally, with an emphasis on the early-20th century central business district that comprises much of the Project Area and Expanded Study Area. Documents that were consulted include:

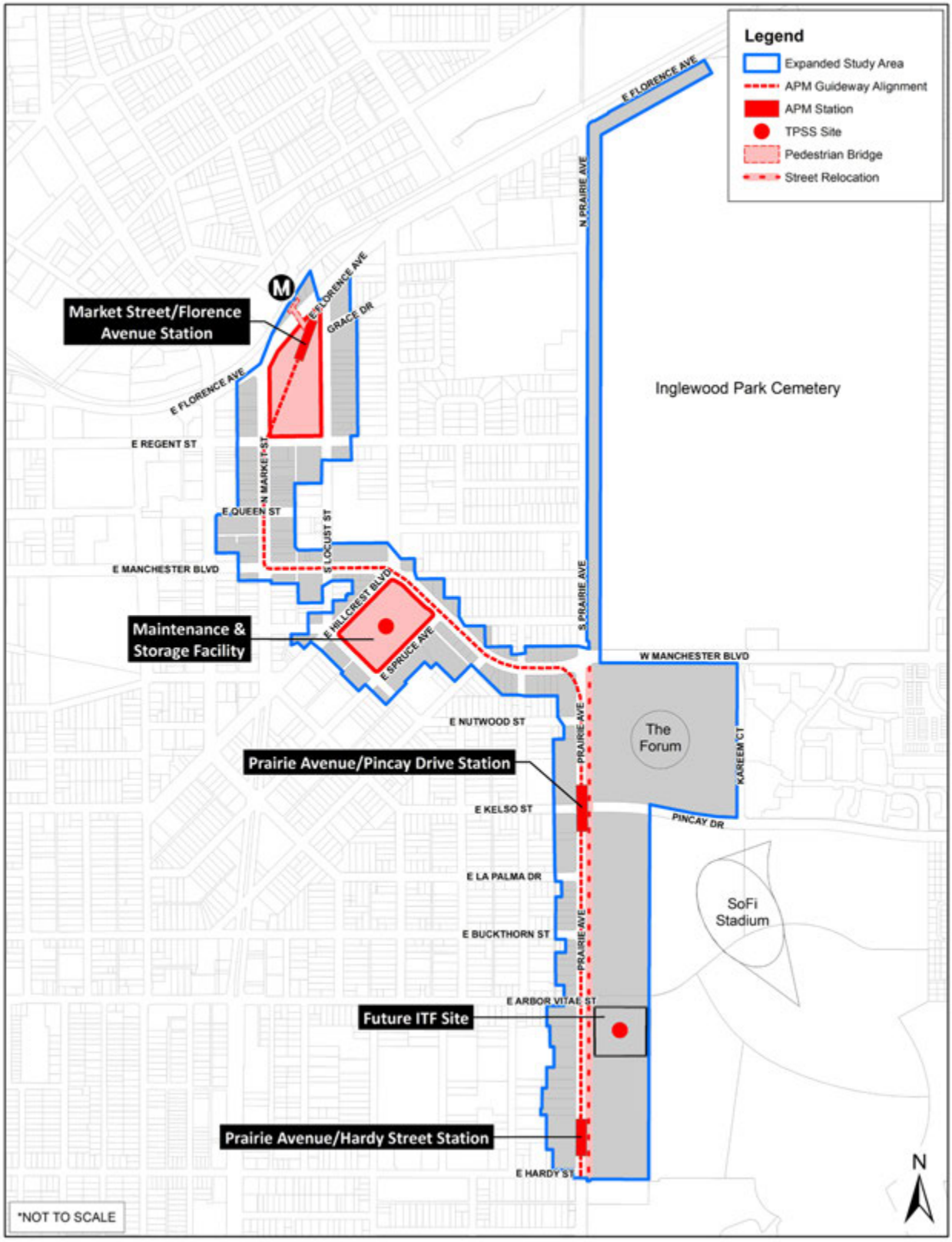
- Previous historical resources surveys and assessments
- Previous environmental reviews
- City of Inglewood historical building permits[3]
- Los Angeles County Tax Assessor records
- Sanborn Fire Insurance maps
- Historical photographs and aerial images
- Historical newspapers and other periodicals
- Local histories and historic context statements
- California State Historic Resources Inventory, Los Angeles County

Research, field inspection, and analysis were performed by Paul Travis, AICP, Managing Principal; and Kari Fowler, Senior Preservation Planner, both of whom are qualified professionals who meet or exceed the *Secretary of the Interior's Professional Qualification Standards*. Additional assistance was provided by Robby Aranguren, Planning Associate/GIS Specialist.

[For a complete listing of all parcels examined as part of the Project Area and Expanded Study Area for the Inglewood Transit Connector Locally Preferred Alternative and Market Street Station Alternative, see Appendix B.]

3 Analysis in this report is based upon available building permits as provided by the City of Inglewood.

Figure 3. EXPANDED STUDY AREA MAP



4.1 Historical Resources under CEQA

The California Environmental Quality Act (CEQA) requires that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change in the significance of a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A "substantial adverse change" means "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

CEQA defines a historical resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historical resources:

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.[4]

To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is:

- Listed in the California Register of Historical Resources;

[4] *League for the Protection of Oakland's Architectural and Historic Resources vs. City of Oakland*, 52 Cal. App. 4th 896, 906-7 (1997).

- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

- Identified as significant in a historical resource survey meeting the requirements of Public Resources Code 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an "historical resource" for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

4.2 Historic Designations

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.[5] The National Park Service administers the National Register

[5] 36CFR60, Section 60.2.

program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for Federal or Federally assisted projects; eligibility for Federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be listed in or eligible for listing in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historical resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.[6]

In addition to meeting any or all of the criteria listed above, properties nominated must also possess historic integrity. According to National Park Service guidance for applying National Register criteria, a property that is more than 50 years of age can be considered for listing in the National Register. Fifty years is a general estimate of time needed to develop historical perspective and therefore to evaluate historic significance.[7]

California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to

[6] 36CFR60, Section 60.3.

[7] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1995), 41.

indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change to their significance.[8]

The criteria for listing in the California Register are based upon National Register criteria. A property may be listed in the California Register if it:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Is associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[9]

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.[10]

Other resources which may be nominated for listing in the California Register include:

- Individual historical resources.
- Historical resources contributing to the significance of a historic district.
- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria

[8] California PRC, Section 5023.1(a).
[9] California PRC, Section 5024.1(c).
[10] California PRC, Section 5023.1(d).

for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.

- Local landmarks or historic properties designated under any municipal or county ordinance.[11]

Guidance for applying the California Register criteria does not provide a specific age threshold for eligibility. However, it does state that "sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource."[12]

Local Designation

The City of Inglewood does not have a historic preservation ordinance and does not maintain a local designation program.

4.3 Historic Significance

The definition of *historic significance* used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the definition used by the National Park Service for the National Register. Historic significance is defined as *the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation.*[13] It is achieved in several ways:

- *Association with important events, activities or patterns*
- *Association with important persons*
- *Distinctive physical characteristics of design, construction, or form*
- *Potential to yield important information*

A property may be significant individually or as part of a grouping of properties.

4.4 Historic Integrity

Historic integrity is the ability of a property to convey its significance. It is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[14] The National Park

[11] California PRC, Section 5023.1(e).
[12] California Office of Historic Preservation, *Technical Assistance Series #6, California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*, (Sacramento, CA: California Department of Parks and Recreation), 3.
[13] *National Register Bulletin 16A. How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, U.S. Department of the Interior, 1997), 3.
[14] *National Register Bulletin 16A*, 3.

Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling,* and *association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[15]

4.5 Period of Significance

The National Park Service defines the *period of significance* as "the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for… listing" in National, State or local registers. A period of significance can be "as brief as a single year… [or] span many years." It is based on "specific events directly related to the significance of the property," for example the date of construction, years of ownership, or length of operation as a particular entity.[16]

4.6 Historic Districts

Standard preservation practice evaluates collections of buildings from similar time periods and historic contexts as historic *districts*. The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[17] A historic district derives its significance as a single unified entity.

According to the National Park Service, "a district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In

[15] *National Register Bulletin 15*, 44-45.
[16] *National Register Bulletin 16A*, 42.
[17] *National Register Bulletin 15*, 5.

either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole." Some examples of districts include business districts, college campuses, large estates, farms, industrial complexes, residential areas and rural villages.[18]

Properties that have been found to contribute to the historic significance of a district are referred to as district contributors. Properties located within the district boundaries that do not contribute to its significance are identified as non-contributors.

[18] *National Register Bulletin 15*, 5.

5.1 Development History

The following narrative describes the evolution of the Project Area and vicinity over time, with an emphasis on the early development of Inglewood and its downtown business district. The purpose of this narrative is to provide guidance for evaluating the historic significance of properties within the Project Area and Expanded Study Area, and for determining their eligibility for listing or designation according to established criteria and integrity thresholds.

Pre-History

In the pre-historical period, the coastal plain between present-day Los Angeles and Long Beach was immensely fertile, enriched by the periodic flooding of the Los Angeles River over millennia. It was home to the Tongva people, also referred as the Gabrieleño, Fernandeño, or Nicoleño, the names given to the region's indigenous people by California's Spanish missionaries. The Tongva occupied the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline. The South Bay region was home to a number of small Tongva (Gabrieleño) villages, with notable settlements at Suangna near the present-day city of Carson, near Point Fermin in San Pedro, and near Malaga Cove in Palos Verdes.[19]

Spanish Colonial and Mexican Periods

In 1542, Spanish explorer Juan Rodriguez Cabrillo led the first European expedition to explore what is now the west coast of North America. Explorers with Cabrillo's expedition encountered native people on land and sea voyages, making what is thought to be the first known contact with Alta California's indigenous tribes, including the Tongva of the Suangna area.[20] While Cabrillo claimed California for the Spanish Crown at this time, Spanish settlement would not reach this territory for another two hundred years.

On July 14th, 1769, Don Gaspar de Portolá, governor and military leader of Baja California, led the first expedition to colonize Alta California. Accompanied by Franciscan friars Junípero Serra and Juan Crespí, Portolá took a group of 64 men northward from San Diego toward Monterey. On August 2nd, the expedition camped along the east bank of the Los Angeles River just south of where it is joined by the Arroyo Seco. Fr. Crespí named the spot "El Pueblo de Nuestra Señora la Reina de los Ángeles del Río Porciúncula (translating as "town of Our Lady the Queen of Angels of the River Porciúncula"). As the expedition crossed the river and continued to the south

[19] Sam Gnerre, "The Suangna Native American Village in Carson," *South Bay Daily Breeze*, January 17, 2015.
[20] Ibid.

and west approximately one mile, they encountered the Tongva village of *Yang-na*, believed to be near the current site of *El Pueblo de Los Angeles*.

On September 8th, 1771, Spanish colonists established Mission San Gabriel, the fourth of an eventual 21 Spanish missions in California, and the first in this area. Much of the area's native population would be recruited to work the San Gabriel Mission lands. Seven years later, in 1778, Governor Felipe de Neve received approval for the creation of a civil pueblo along the *Río la Porciúncula*. Persuaded by Crespi's earlier descriptions of a well-watered valley with good soils for growing crops and an ample native population to work the land, the Spanish colonial government ordered Governor Neve to establish a settlement at this location and name the new pueblo *La Reina de los Angeles* ("Queen of the Angels").

In 1821, Mexico won its independence from Spain and Alta California became a territory of the new Mexican Republic, marking an end to Spanish colonial rule in the region. The political and social control of the military and religious leadership began to shift toward the secular and private sector, and to native-born Californios.[21] The new Mexican government sought to diminish the influence of Spain in the region, as the Spanish missions largely remained loyal to the Roman Catholic Church in Spain. At the same time, there was a need for more grazing lands to increase commerce in the hide and tallow trade. Thus, beginning in 1834, the Mexican government began to secularize the missions, confiscating mission lands to be distributed in large land grants called *ranchos*. Pío Pico, the last governor of Alta California, subdivided the former mission lands into large tracts, granting them to various prominent *Californios*.

American Period

United States troops began occupying Alta California in 1846, at the advent of the Mexican-American War, and soon gained possession of Los Angeles itself. However, Alta California would not officially come under American rule until February 2nd, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded the California territory to the United States and ended the war. Importantly, the treaty also provided that the existing land grants would be honored.

The origin of today's City of Inglewood dates back to the mid-1800s and a dispute between two prominent Californio families: the Ávilas and the Machados. José Manuel Orchado Machado was a Spanish soldier and mule tender who was sent west of Los Angeles in 1781 to graze his livestock. He found the area around the Centinela Springs to be excellent grazing lands and settled there with a group of ranchers.[22] In 1834,

[21] The term *Californio* refers to Spanish-speaking natives of Alta California. The Californios were elite families that received large land grants from Spain and Mexico.
[22] The site of Centinela Springs is today's Edward Vincent Junior Park, just northeast of the Project Area.

Machado's son Ygnacio built the Centinela Adobe.[23] During this same period, Francisco Ávila and his family had established grazing lands near the Centinela. As the claims of the two families clashed, they took their dispute to the local council in 1837, which gave official title of the area around Centinela Springs to the Machado family as the 2,219-acre *Rancho Aguaje de la Centinela*. The Ávila family was granted the much larger *Rancho Sausal Redondo*. At 22,458 acres, this land encompassed much of what is now the South Bay region of Los Angeles County. In 1845, Bruno Ygnacio Ávila arranged a trade with the Machados: a small tract in the *Pueblo de Los Ángeles* for *Rancho Aguaje de la Centinela*. The grant for *Rancho Sausal Redondo* was officially patented to Antonio Ygnacio Ávila in 1855; *Rancho Aguaje de la Centinela* was officially granted to Bruno Ávila in 1872.

Ultimately the Ávila family would lose both of the ranchos. Bruno Ávila lost *Rancho Aguaje de la Centinela* through foreclosure in 1857; the property was subsequently acquired by Scotsman Sir Robert Burnett in 1860. In 1868, the heirs of Antonio Ávila were forced to sell *Rancho Sausal Redondo* to pay probate costs, and it was also acquired by Burnett. By 1872, Burnett combined the total area of some 25,000 acres into the Centinela Ranch, thus reuniting the extent of the original land grant. This ranch included what would ultimately become the coastal communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach; as well as the inland communities of Westchester, Inglewood, Hawthorne, and Lawndale.

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman and his wife, Catherine, with an agreement that they could eventually purchase the property outright.[24] The Freeman family moved to the ranch, which Burnett had been using to graze sheep and cattle. Daniel Freeman continued to graze the stock, while also planting more than 10,000 fruit and nut trees. Following a drought that led to the death of some 22,000 of his sheep, Freeman turned to dry farming, eventually producing a million barrels of barley annually. Ultimately Freeman would amass a fortune farming barley, olives, citrus fruits, and almonds. He named his ranch "Inglewood," after his birthplace in Ontario.

Following Catherine's death, Daniel Freeman began to pursue the commercial development of his expansive holdings. He first established the Centinela Land Company, which proved unsuccessful. Then in 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the extent into small

[23] The Centinela Adobe is located in the Los Angeles community of Westchester and is the oldest building in the area. Considered the "birthplace of Inglewood," it is operated as a house museum by the Historical Society of Centinela Valley.

[24] The Freeman family officially acquired this land from Burnett in 1885.

parcels for the settlement of the new town of Inglewood. As local historian Gladys Waddingham tells it:

> *Much fanfare went into selling the first lots. Excursion trains from Los Angeles brought prospective customers as well as several dignitaries. All came to the Land Office that stood near the little depot. We can imagine the excitement! By the end of the day 300 lots had been sold.*[25]

In 1888, Freeman began work on a large mansion for himself and his family, with bricks provided by his own newly-established Continuous Brick Kiln Company of Inglewood, and lumber from the recently-acquired local planning mill.[26] In 1889, he built the Land Company office next to the train depot, moving it to the grounds of his estate in 1895 where it served as his office until his death in 1918.[27] Ultimately, all 25,000 acres of the Centinela Ranch would be subdivided and developed, with the only remaining portion of the ranch being the one-acre site on which the Centinela Adobe is situated.

Inglewood Townsite

The townsite of Inglewood was platted by the Centinela-Inglewood Land Company in 1888, by which time the town already had a population of 300.[28] The plan divided the town into northern and southern sections on either side of the newly completed Inglewood Division of the California Central Railroad line, a subsidiary of the Atchison Topeka & Santa Fe Railway, which ran along Florence Boulevard as it made its way from Los Angeles to Redondo Beach. The major north-south street leading into Inglewood was Grevillea Avenue. Development during this period was sparse, and most buildings were of impermanent wood-frame construction. The first few business buildings clustered on narrow uniform lots along Grevillea Avenue and Commercial Street (now La Brea Avenue) between Regent and Queen streets.

[25] Gladys Waddingham, *The History of Inglewood* (Inglewood, CA: Historical Society of Centinela Valley, 1994), 5.

[26] Waddingham, 8.

[27] Waddingham, 11. Daniel Freeman is considered the founder of the City of Inglewood. Among his various pursuits, he is said to have been the first farmer to engage extensively in wheat cultivation in Southern California. Upon discovering a deposit of brick clay on his property, he established the Continuous Brick Kiln Company of Inglewood in 1888, manufacturing the building materials for many of the business blocks on Spring Street and Broadway in downtown Los Angeles, including his own building, the Freeman Block at 6th and Spring streets. He was the first president of the California Club of Los Angeles, president of the Los Angeles Chamber of Commerce in 1893-1894, and director of the Southern California Railway Co. Freeman lived in the Centinela Adobe before erecting his own residence in beginning in 1891, which was demolished 1972 to make way for the Daniel Freeman Memorial Hospital (now closed). In 1975, the Land Company office was moved from his estate to the grounds of the Centinela Adobe, where it now stands.

[28] Waddingham, 6.

By 1892, the town of Inglewood was home to several small businesses, including a grocery, post office, a barber, a restaurant, and a large two-story hotel on Queen Street between Commercial and Market.[29] At this time, Inglewood also had a post office, a railroad depot, and a large grain storage building situated along the Redondo Branch of the AT&SF railroad, as well as a handful of single-family residences. Market Street was predominantly residential during this period, before the opening of a streetcar line along its length in 1904, which would lead to its gradual transition to a commercial corridor.

By 1907, downtown Inglewood had several dozen dwellings. Commercial establishments included a drug store, general merchandise store, grocery, meat market, tailor, print shop, and various lodging buildings and offices. Institutional properties included a public school and a Presbyterian church. Industrial uses were clustered along the rail lines and included a greenhouse, planning mill, lumber yard, cement storage, gain mills and storage, and several warehouses.[30] The City of Inglewood was officially incorporated on February 14th, 1908.



Market Street at the time of incorporation, 1908. *("History of Inglewood," Waddingham.)*

[29] Sanborn Fire Insurance Maps, Inglewood CA, 1892. The Inglewood Hotel is labeled on this map as "not open" and occupied by four families as a dwelling.
[30] Sanborn Fire Insurance Maps, Inglewood CA, 1907.

City of Inglewood

Also, by this time, Inglewood was home to an expansive cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association, acquiring a large plot of land just east of what would become downtown Inglewood. A total of 32 internments took place in the cemetery's first year of operation, with funerals often arriving by rail from Los Angeles in a private funeral car.[31] In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. Within a decade, the cemetery would erect the Neoclassical-style Inglewood Mausoleum, the first community mausoleum in the State of California.[32]



Inglewood Park Cemetery, date unknown. *(Inglewood Park Cemetery)*

Many of the South Bay region's earliest settlers have been laid to rest at Inglewood Park Cemetery, including a number of Civil War veterans.[33] Other notable residents include former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams.[34]

By 1912, Inglewood's commercial core was beginning to take shape along Commercial Street between Los Angeles Street/Inglewood Avenue (now Florence Avenue) and Queen Street. Deep, narrow lots were being developed with various commercial uses, from restaurants and boarding houses, to plumbers and hardware stores. Market Street remained primarily residential during this period, with a few commercial buildings, including a jeweler, a milliner, a confectioner, an undertaker, a bank, and a Methodist church.[35]

By 1920, the South Bay's local economy was booming due to the region's fertile agricultural lands, productive oil fields, and emerging aviation industry. The City of Inglewood was growing exponentially, as hundreds of new homes were being built. At the same time, the city's commercial development was coalescing into a downtown business district. Commercial Street between Regent and Queen streets was now solidly

[31] Portions of the original railroad waiting station have been incorporated into the main entrance.
[32] The Inglewood Mausoleum was erected over the course of three years, from 1913 to 1915.
[33] Inglewood Park Cemetery, http://www.inglewoodparkcemetery.com/heritage.html (accessed February 2019).
[34] Mike Sonksen, "On Location: Inglewood," KCET: History and Society, https://www.kcet.org/history-society/on-location-inglewood (accessed February 2019).
[35] Sanborn Fire Insurance Maps, Inglewood CA, 1912.

commercial, boasting many of the business enterprises needed by any growing town, from banks and automobile showrooms, to furniture stores and a movie theater. South of Queen, Commercial Street was still largely undeveloped but for a few single-family residences and an apartment house. At this point, Market Street was more sparsely developed overall and displayed a combination of commercial and residential uses.[36]



Holy Faith Episcopal Church and Rectory, c. 1915. *(James H. Osborne Photo Collection, CSUDH Archives)*

The commercial structures erected in downtown Inglewood at this time were typical of those being built in downtowns throughout Southern California. These were what have since been termed "taxpayer blocks," speculative investments to generate tax benefit until more valuable development could be carried out. Early examples were multi-unit two-story buildings, frequently with retail units on the ground floor and offices or apartments above. These buildings were typically unreinforced brick in construction, with applied ornament of cast stone or terra cotta at the entrance or along the parapet. Depending on the size of the building, it may contain one or more retail storefronts, with flexible interiors to accommodate the ever-changing needs of individual tenants. While many of these buildings were vernacular in design, in Southern California they were often overlaid with details of the Spanish Colonial Revival style, including tile roofs or parapet edges, arched doors and window openings, and decorative wall tile and cast-stone detailing. With the advent of the personal automobile, a single-story version of the form became popular, with surface parking behind.[37]

Inglewood also had a number of churches by this time, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church.[38] The only church that survives from this period is Holy Faith Episcopal Church, located at the southeast corner of Locust Street and Grace Avenue.[39] The church was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, Grace Freeman Howland[40] and her husband Charles donated the funds to

[36] Sanborn Fire Insurance Maps, Inglewood CA, 1923.
[37] Lauren Weiss Bricker, Marion Mitchell-Wilson, and Janet L. Tearnen, *Inglewood Downtown District Main Street Project Area, Historic Design Guidelines*, report (Inglewood, CA: Main Street Inglewood, 2000), 9-10.
[38] Bricker, 9.
[39] Holy Faith Episcopal Church is located at 260 N. Locust Street.
[40] Grace Freeman was the daughter of Daniel Freeman, considered the founder of the City of Inglewood.

erect a religious complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). They hired a young architect, Philip Frohman, to design what would be hailed as "the most perfect example of true Gothic architecture in the West." Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church was officially consecrated on November 8th, 1914, and dedicated to Catherine Freeman and Mathilda Howland, the mothers of Grace and Charles. The church lost its original bell tower in the 1933 Long Beach Earthquake, but soon thereafter gained the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in Highland Park.[41]



Damaged buildings from Inglewood Earthquake, June 21, 1920. *(California Historical Society Collection, USC)*

On the evening of June 21st, 1920, the Los Angeles Basin was rattled by an estimated 5.0 earthquake centered near Inglewood. While tremors were felt as far away as Ventura and Riverside, almost all of the damage took place in Inglewood, and specifically to the unreinforced brick buildings along Commercial Street (now La Brea Avenue), where exterior walls fell into the street and plate glass windows shattered.[42] The Inglewood Hotel was also badly damaged and subsequently demolished. Despite the widespread damage, however, the earthquake did not seriously hamper the city's growth. In fact, according to local historian Gladys Waddingham, the quake appears to have been a boon to development, as "many of the people who flocked to see the damage were seeing Inglewood for the first time and were so impressed that they came back to live." This hypothesis is borne out by population figures: the 1920 census credited Inglewood with a population of 3,286. In just two years the figure would double, making Inglewood the fastest growing city in the nation.[43]

The 1920s was a boom period for the City of Inglewood, both in terms of population and development. While Commercial Street continued to be the primary artery of the

[41] "Holy Faith Episcopal Church: One Hundred Years of Ministry," Holy Faith Episcopal Church, https://www.holyfaithla.org/ (accessed February 2019).
[42] Paul R. Spitzzeri, "Shake, Rattle and Roll: The Inglewood Earthquake of 21 June 1920," Homestead Museum, https://homesteadmuseum.wordpress.com/2018/06/21/shake-rattle-and-roll-the-inglewood-earthquake-of-21-june-1920/ (accessed February 2019).
[43] Waddingham, 26.

downtown business district, many more businesses were being established on Market Street and its cross-streets during this period. At least seven new buildings were constructed in the 100 block of North Market Street alone. The local financial institution the People's Federal Building & Loan Association was established at this time, first in a unit of the building at 314 S. Market Street, before constructed their own building at the northeast corner of Market Street and Pimiento Street (now Manchester Boulevard) in 1927.[44] That same year, the Bank of Inglewood erected a two-story mixed-use building at the northeast corner of Market and Queen streets, at a cost of $140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was touted as the "first steel frame business block in this city" and as "practically fire and earthquake proof."[45]



Market Street, looking north, 1925. *(Security Pacific National Bank Collection, LAPL)*

On May 18th, 1927, some 15,000 locals came out to celebrate the "Festival of Light" which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much needed illumination, the standards also supported the trolley wires of the Los Angeles Railway, allowing for the removal of the wooden poles from the middle of the street and the sidewalk.[46] In 1928, a two-story mixed-use structure called the Professional Building was constructed at Market Street and Manchester Boulevard's northwest corner. The building was designed in the Spanish Colonial Revival style with Churrigueresque details.[47] Also constructed in downtown Inglewood during this period were a new City Hall building (1923, demolished), the

[44] The former People's Federal Building & Loan Association building is located at 150 S. Market Street. It is currently occupied by the World Hat & Boot Mart.
[45] "Two-Story Business Structure: Work for Inglewood Bank Let," *Los Angeles Times*, May 15, 1927. The former Bank of Inglewood building is located at 100 N. Market Street/307 E. Queen Street.
[46] "Inglewood Glows Under New Lights," *Los Angeles Times*, May 20, 1927.
[47] The Professional Building is located at 149-155 S. Market Street/231-239 E. Manchester Boulevard.

Granada Theater (1923, demolished), an S.H. Kress Variety Store (1927), and a United Artists Theater (1931, demolished), as well as a number of auto-related businesses such as gas stations and repair garages.

Toward the end of the 1930s, Inglewood's economic base began to expand outside the downtown core. Appropriately, in 1937 Commercial Street was officially changed to La Brea Avenue, connecting it with the street in Los Angeles.[48] Also that year, Mines Field, which had been established just southwest of the city, was purchased by the City of Los Angeles to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an "ultra-modern" thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time.[49] In addition to attracting the typical racing fan, Hollywood Park brought in celebrated personalities associated with the entertainment industry—from studio executives Jack Warner, Walt Disney and Samuel Goldwyn, to A-list actors like Al Jolson and Bing Crosby—many of whom were also investors in the operation.

Wartime and Postwar Growth

As war clouds gathered in the early 1940s, a number of aviation-related and other wartime manufacturing facilities set up shop around the Los Angeles Airport. North American Aviation, Inc. and the Northrup Company both established airplane manufacturing plants in the vicinity. Due to the emergence of these new facilities, this area would not only be critical to the defense industry during World War II, but in the postwar years would evolve into one of the most important centers of the nation's aerospace industry.



Fox Theater, early 1950s. *(John Chappell Collection, Cinema Treasures)*

The presence of wartime and postwar manufacturing jobs added sharply to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the city had a population of 26,000; by 1956, that number had grown to 64,000.[50] Housing construction naturally responded to the increased demand, and commercial development followed, leading to a pattern of postwar decentralization. By the mid-1950s, the city had three retail business areas—in North Inglewood, Morningside Park, and Crenshaw—in addition to the downtown.

[48] Waddingham, 43.
[49] Bricker, 15.
[50] Ibid.

Despite this tremendous growth overall, new development in downtown Inglewood was very limited during this period. In 1941 a J.C. Penney department store opened on Market Street between Queen Street and Manchester Boulevard. Originally constructed as a one-story building, in 1954 it was expanded with a second story and remodeled in its exiting Mid-Century Modern style, with a deep front canopy and glazed terra cotta tile columns.[51]

The Fox Theater opened on March 31st, 1949, on Market Street between Regent and Queen. Erected on the site of the Granada Theater, which burned down in 1945, it was the last theater constructed by the Fox West Coast Theater chain. Designed by prolific theater architect S. Charles Lee in the Late Moderne style, it was the first theater in Inglewood to have air conditioning. Other features included automatic lobby doors, CinemaScope widescreen projections, assistance for the hearing impaired, and a soundproof "crying room." The Fox Inglewood was often used for Fox Pictures' premiers and sneak previews.[52]



Hardin & Flanagan Colonial Chapel and Mortuary (now Lighthouse McCormick Mortuary), c. 1950. *(Tichnor Brothers Collection, Boston Public Library)*

During this same period, two substantial institutions opened just outside of downtown Inglewood. In 1948, Bank of America erected a sprawling 22,000-square-foot branch at the southwest corner of Manchester Boulevard and Locust Street.[53] That same year, funeral director John Flanagan opened Hardin & Flanagan Colonial Chapel & Mortuary on Prairie Avenue at La Palma Drive, across the street from Hollywood Park. Flanagan built a number of mortuaries around the Los Angeles area using the same American Colonial Revival design. In 1959, the business was purchased by the McCormick family and renamed McCormick Mortuary.[54] The following year, the building was expanded with a two-story north wing, adding a new lobby with offices above. Today, the business is operated as Lighthouse McCormick Mortuary.[55] The other area for new development during the

[51] The former J.C. Penney building is located at 129-139 S. Market Street.
[52] "Inglewood Fox Theatre," Los Angeles Historic Theatre Foundation, http://www.lahtf.org/inglewoodfox/ (accessed February 2019); "Fox Theater," Inglewood Public Art, http://www.inglewoodpublicart.org/Fox_Theater.html (accessed February 2019). The former Fox Theater is located at 115 N. Market Street.
[53] The Bank of America building is located at 320-330 E. Manchester Boulevard.
[54] The McCormick family operated various locations throughout the South Bay, including Westchester, Hawthorne, Redondo Beach, Manhattan Beach, Gardena, and Whittier.
[55] The Lighthouse McCormick Mortuary is located at 619-635 S. Prairie Avenue.

postwar period was La Brea Avenue, a wide auto corridor which previously served as the western border of downtown Inglewood.[56]

Despite these examples of new construction in and around downtown during this period, the primacy of the city's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling businesses. The city responded by adding municipally-owned off-street parking lots located throughout the district to draw car-dependent shoppers. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated to organize various promotional activities, as well as physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s.[57] However, these effects of these efforts were soon eclipsed by the continued loss of customers to new shopping malls in communities throughout Los Angeles. Inglewood considered, but ultimately rejected plants to build a mall of its own on a large parcel at Prairie and Manchester, a proposal largely defeated by the Market Street merchants. The site would instead become the home of the Forum.[58]



Market Street, looking north from Queen Street, 1955. *(Alan Weeks, L.A. County Metropolitan Transportation Authority Library & Archive)*

By the late 1960s, downtown Inglewood was in need of reinvention. To this end, the city contemplated a wholesale redevelopment scheme for the Market Street corridor

[56] Also built during this period was a Sears department store at Manchester and Hillcrest boulevards. Opened in 1947, this was an early indicator that the future of retail in Inglewood would not be downtown. Sears was demolished in 1993 and replaced by a Vons supermarket.
[57] "Downtown Center of Many Activities," *Los Angeles Times*, March 18, 1962.
[58] "The Changing Face of South Bay: Downtowns," *Los Angeles Times*, January 4, 1987.

that would expand and remodel existing stores, construct two high-rise office and apartment towers, introduce a landscaped arcade, and build a four-square block parking deck above shops to quadruple parking capacity.[59] However, this plan would go unrealized. The United Bank of California at the southeast corner of Market and Regent streets would be the first new structure to be added to the Market Street corridor in nearly two decades, replacing several early 20th-century commercial buildings.[60] Constructed in 1967 in the Late Modern style, it was joined nine years later by a stand-alone drive-thru automated teller building situated across Regent from the bank. Both buildings are believed to have been designed by Los Angeles modernist Richard Dorman.[61]



Market Street, looking south from Regent Street, 1961. *(Inglewood Public Library, Online Archive of California)*

Beyond Downtown

In the late 1960s, nationally prominent businessman Jack Kent Cooke selected the site of a former golf course at the southeast corner of Prairie Avenue and Manchester Boulevard to erect a new venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. The Forum, a multi-purpose indoor arena, was designed by the prominent Los Angeles architectural firm Charles

[59] "$11 Million Center Assured in Inglewood," *Los Angeles Times*, March 31, 1968.
[60] The former United Bank of California is located at 158-170 N. Market Street.
[61] Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building lists Richard Dorman as its architect.

Luckman & Associates and completed in 1967.[62] Designed in the New Formalist architectural style, it was intended as a modern and highly-stylized version of the Coliseum of ancient Rome. Nicknamed "the Fabulous Forum," it would host tennis matches, boxing matches, ice shows, rodeos, the circus, award shows, and political events. In 1972, the Forum was the site of the Lakers' first NBA championship since moving to Los Angeles; five additional titles would follow in the 1980s. From the mid-1970s through the 1990s, the Forum would serve as the premier large-scale concert venue for the Los Angeles area, and would be influential in the birth of "arena rock." During the 1984 Olympics, the Forum was the venue for men's and women's basketball.[63]



The Forum under construction, with Jack Kent Cooke and Charles Luckman, 1967. *(Herald Examiner Collection, LAPL)*

By the early 1970s, Market Street had turned into a virtual ghost town as shoppers abandoned the downtown business center for suburban malls, and key tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the city, from 1971 to 1976 Inglewood spent about $50 million in local, county, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. This new complex combined City Hall, a courthouse, library, fire and police facilities, public health complex, and a major new parking garage onto a single super-block, surrounded by expanses of lawn and public art. As hoped, this new construction sparked a flurry of new commercial development in the larger In-Town Redevelopment Area[64]—bounded by Florence, Locust, Manchester and Fir—the vast majority of which was office space and not retail. Several residential projects were built at this time as well, most notably the 200-unit Inglewood Meadows housing complex on Locust Street, just east of downtown.[65]

While these projects brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor's fortunes, and the vitality of the downtown business district continued to wain into the 1980s. In October 1986, Market Street

[62] The Forum is located at 3900 W. Manchester Boulevard.

[63] "Forum," *National Register of Historic Places Form*. Prepared by Historic Resources Group, April 29, 2014.

[64] The In-Town Redevelopment Area was one of six redevelopment project areas adopted by the Inglewood Redevelopment Agency between 1970 and 1973.

[65] Dean Murphy and Michele L. Norris, "Government Money Becomes Urban Lifeblood: Innovation and Optimism Thrive on Public Funds in Inglewood, San Pedro," *Los Angeles Times*, January 4, 1987.

merchants brought downtown business activity to halt as they closed their shops and picketed in a city-owned parking lot in a last-ditch effort to save it from redevelopment. The parking lot at La Brea Avenue and Queen Street provided 80 metered parking spaces which local shopkeepers saw as critical to continued viability of the downtown business district, which was already suffering from a severe parking shortage. Ultimately, however, the protests were unsuccessful, and the parking lot was soon replaced by a five-story office building.[66] Yet another sign of downtown's economic decline, the Fox Theater, then owned by the Mann theater chain, closed its doors in 1988.

Since the late-1970s, at least four City-sponsored revitalization programs have focused on improving Market Street's commercial viability, introducing street landscaping and furniture as well as façade improvements to the existing buildings. Efforts have included a façade improvement program designed by architectural firm Kahn, Kappe, Lotery, Boccato (1979); a $250,000 façade improvement program, including signs and awnings (1984); a California Main Street Community Project (1990s); and the Market Street Renaissance program (2000). However, despite these efforts, Market Street has largely remained an underutilized asset.

Inglewood Today & Tomorrow

In 1994, Hollywood Park underwent a $100 million expansion into Hollywood Park Casino, which extended the facility's economic viability. However, in May of 2013, it was announced that the Hollywood Park racetrack would be closing at the end of the fall racing season. In 2015, the Inglewood City Council approved a plan to build an 70,000-seat football stadium on the site in anticipation of the St. Louis Rams moving back to Los Angeles. The Inglewood mayor was on-hand to witness the demolition by explosives of the massive grandstand.

The Forum remained the home of the Lakers and Kings until 1999, when both teams relocated to the newly-constructed Staples Center in downtown Los Angeles. Beginning in 2012, the Forum underwent a $50 million renovation, reopening in 2014. Later that year, the Forum was listed in the National Register of Historic Places. The venue is inextricably tied to the identity of the City of Inglewood, which adopted the moniker "City of Champions." The Forum is slated to host the gymnastics events for the 2028 Summer Olympics.

Over the past decade, the City of Inglewood has been acquiring select parcels throughout the city for redevelopment, including along Market Street. Various planning studies have been conducted to develop standards for transit-oriented development, mixed-use development, and parking, with the goal of revitalizing downtown Inglewood. Local advocacy organization the Inglewood Historic Preservation Alliance (IHPA, formerly the Inglewood Historic Site Preservation Committee) continues to work

[66] "Merchants Protest Proposal to Build on Parking Lot," *Los Angeles Times*, October 16, 1986.

toward the protection of the city's historic structures and places of interest, including the Fox Theatre, which was successfully listed in the National Register of Historic Places in 2013.[67] Currently, the City of Inglewood is utilizing *The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, adopted November 1st, 2016, as the controlling document for future activity along Market Street.

On January 12th, 2016, the NFL voted to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow. In October 2016, the last part of the former racetrack, the Casino, was demolished and a new Hollywood Park Casino was opened next door. The new *Los Angeles Stadium at Hollywood Park* is currently under construction. When completed in 2020, it will be the new home of the NFL's Los Angeles Rams and Los Angeles Chargers. The Los Angeles Stadium is slated to host Super Bowl LVI in 2022, the College Football National Championship in 2023, and the opening and closing ceremonies and soccer events for the 2028 Summer Olympics.

[67] Anne Cheeck La Rose, "Inglewood Fox Theatre: Bringing Back the Inglewood Fox Theatre," Los Angeles Historic Theatre Foundation, http://www.lahtf.org/inglewoodfox/ (accessed February 2019).

5.2 Selected Chronology

Pre-History

3,500 BP The Tongva occupy the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline.

Spanish Colonial Period

1542 Spanish explorer Juan Rodriguez Cabrillo makes the first documented European contact with the native Tongva people.

1769 The Portolá expedition passes through present-day downtown Los Angeles, encountering the native people from the village of Yang-na.

1771 On September 8th, Spanish colonists establish Mission San Gabriel, the fourth of California's Spanish missions.

1778 *El Pueblo de Los Angeles* is officially founded under the Spanish Laws of the Indies on September 4th.

Mexican Period

1821 Mexico wins its independence from Spain and Alta California becomes a territory of the new Mexican Republic.

1834 The California Missions are secularized by the Mexican government, and mission lands are confiscated for distribution in large land grants called *ranchos*.

Ygnacio Machado builds the Centinela Adobe, now considered the "birthplace of Inglewood."

1837 The Machado family is granted official title of the area around Centinela Springs as the 2,219-acre *Rancho Aguaje de la Centinela*.

The Ávila family is granted the 22,458-acre *Rancho Sausal Redondo,* encompassing much of what is now the South Bay region of Los Angeles County.

1845 Bruno Ygnacio Ávila acquires *Rancho Aguaje de la Centinela* from the Machados in exchange for a small tract in the *Pueblo de Los Ángeles* for.

American Period

1846 United States troops begin occupying Alta California.

1848 The signing of the Treaty of Guadalupe Hidalgo on February 2nd cedes the California territory to the United States and ends the Mexican-American War.

1850 Los Angeles incorporates as an American city on April 4th.

California is admitted to the Union as its 31st state.

1857 Bruno Ávila loses *Rancho Aguaje de la Centinela* through foreclosure.

1860 *Rancho Aguaje de la Centinela* is acquired by Scotsman Sir Robert Burnett.

1868 The heirs of Antonio Ávila are forced to sell *Rancho Sausal Redondo* to pay probate costs.

1872 Burnett acquires *Rancho Sausal Redondo*, combining his total land holdings of some 25,000 acres into the Centinela Ranch, encompassing the present-day communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Westchester, Inglewood, Hawthorne, and Lawndale.

1873 Burnett leases his property to Daniel and Catherine Freeman.

1885 Daniel Freeman officially acquires Burnett's property and names it Inglewood.

1887 Freeman sells some 11,000 acres of his ranch to the Centinela-Inglewood Land Company for development.

Inglewood Townsite

1888 The townsite of Inglewood is platted by the Centinela-Inglewood Land Company.

The California Central Railway completes a line to Redondo Beach.

Freeman erects a large mansion in Inglewood.

1889 Freeman builds a land office on the grounds of the Centinela Adobe.

1905 A group of local businessmen forms the Inglewood Park Cemetery Association.

1907 The Romanesque-style Grace Chapel is erected at Inglewood Park Cemetery.

City of Inglewood

1908 The City of Inglewood is incorporated on February 14th.

1914 Holy Faith Episcopal Church, designed by nationally renowned architect Philip Frohman, is officially consecrated.

1915 The Neoclassical-style Inglewood Mausoleum at the Inglewood Park Cemetery is completed.

1920 On the evening of June 21st, the Los Angeles Basin is rattled by an estimated 5.0 earthquake centered near Inglewood.

1927 The People's Federal Building & Loan Association erects a building at the northeast corner of Market Street and Manchester Boulevard.

The Bank of Inglewood building is erected at the northeast corner of Market and Queen streets.

A new ornamental lighting system is installed along Market Street.

1928 The Professional Building is constructed at Market Street and Manchester Boulevard's northwest corner.

1929 The stock market crashes in late October, ultimately leading to the Great Depression.

1933 On the evening of March 10th, a magnitude 6.4 earthquake strikes off the coast of Long Beach.

1937 Mines Field, west of Inglewood, is purchased by the City of Los Angeles to serve as its municipal airport.

1938 Hollywood Park thoroughbred racetrack opens just southeast of downtown Inglewood.

Wartime & Postwar Growth

1941 On December 7th, the U.S. naval base at Pearl Harbor is attacked by the Imperial Japanese Navy, leading to the United States' entry into World War II.

A J.C. Penney department store opens in downtown Inglewood.

1945 The Granada Theater on Market Street burns down.

1947 Sears department store opens at Manchester and Hillcrest boulevards.

1948 Bank of America opens a large branch on Manchester Boulevard, just east of downtown Inglewood.

The Hardin & Flanagan Colonial Chapel and Mortuary (now Lighthouse McCormick Mortuary) opens on Prairie Avenue, across from Hollywood Park.

1949 On March 31st, the Fox Theater opens on Market Street on the site of the Granada Theater.

Los Angeles Airport is renamed Los Angeles International Airport.

Beyond Downtown

1957 The Market Street trolley line is removed.

1967 The United Bank of California becomes the first contemporary structure to be added to the Market Street corridor.

The Forum is built by prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises in Los Angeles: the Lakers (basketball), Kings (hockey), and Wolves (soccer).

1972 The Forum is the site of the Lakers' first NBA championship since moving to Los Angeles.

1973 A new Inglewood Civic Center complex is constructed just west of downtown.

1984 The Forum is the venue for men's and women's basketball during the Summer Olympics.

1986 Market Street merchants picket to stop the loss of a parking lot at La Brea Avenue and Queen Street for new construction; the protest is unsuccessful.

1988 The Fox Theater, then owned by the Mann theater chain, closes its doors.

Inglewood Today & Tomorrow

1993 Sears is demolished and replaced by a Vons supermarket.

1994 Hollywood Park undergoes a $100 million expansion into Hollywood Park Casino.

1999 The Lakers and Kings leave the Forum for the newly-constructed Staples Center in downtown Los Angeles.

2013 It is announced that Hollywood Park racetrack will close at the end of the fall racing season.

The Fox Theatre is listed in the National Register of Historic Places.

2014 The Forum reopens after a $50 million renovation.

The Forum is listed in the National Register of Historic Places.

2015 The Inglewood City Council approves a plan to build an 70,000-seat football stadium on the Hollywood Park site.

2016 On January 12th, the NFL votes to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow.

The Hollywood Park casino is demolished, and a new casino opened next door.

2020 The *Los Angeles Stadium at Hollywood Park* (SoFi Stadium) opens as the new home of the NFL's Los Angeles Rams and Los Angeles Chargers.

2022 Los Angeles Stadium is scheduled to host Super Bowl LVI.

2023 Los Angeles Stadium will be the venue for the College Football National Championship.

2028 Los Angeles Stadium will host the opening and closing ceremonies for the Summer Olympics, as well as soccer events.

The Forum is slated to host the gymnastics events for the Summer Olympics.

6.1 Listed Historical Resources

There are two (2) properties within the Project Area and/or Expanded Study Area that are listed in the National Register, and are therefore automatically listed in the California Register. As such, these properties are considered historical resources as defined by CEQA.

3900 W. Manchester Boulevard (The Forum)

This property, located at the southeast corner of Manchester Boulevard and Prairie Avenue, contains the Forum, a multi-purpose indoor arena, surrounded by an expansive surface parking lot. It was built by nationally prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. Completed in 1967, it was designed by prominent Los Angeles architectural firm Charles Luckman & Associates in the New Formalist style. From 2012 to 2014, it underwent an extensive historic renovation.

The Forum was listed in the National Register of Historic Places on September 24th, 2014 under Criterion C as an excellent example of a 1960s New Formalist-style arena building,[68] and is therefore automatically listed in the California Register. As such, this property is a historical resource under CEQA.

115 N. Market Street (former Fox Theater)

This property, located on the west side of Market Street between Regent and Queen streets, contains a 12,090 sq. ft. neighborhood movie theater building. Originally constructed in 1949 for Fox West Coast Theaters, it was designed by prolific theater architect S. Charles Lee in the Late Moderne style. The building is currently unoccupied and its storefront windows and doors are boarded up.

In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a very good example of a 1940s Late Moderne-style movie theater building in Inglewood.[69] On January 14th, 2013, the Fox Theater was listed in the National Register of Historic Places, and is therefore automatically listed in the California Register.[70] As such, this property is a historical resource under CEQA.

[68] "Forum," *National Register of Historic Places Registration Form*, prepared by Historic Resources Group, April 29, 2014.
[69] Bricker.
[70] "Fox Theatre Inglewood," *National Register of Historic Places Registration Form*, prepared by Brian Curran, Jr. (accessed February 2019).

6.2 Previously Identified Historical Resources

There are nine (9) properties within the Project Area and/or Expanded Study Area that have been previously identified as eligible for historic listing or designation through historic resources surveys, environmental review, or other efforts. Most notably, a previous historical resources survey of Market Street was conducted as part of the *Inglewood Downtown District/Main Street Project Area Historic Design Guidelines* project, completed by Lauren Weiss Bricker, PhD, Marion Mitchell-Wilson, and Janet L. Tearnen in 2000.[71] Each of these properties has been re-examined and re-evaluated for its eligibility for listing in the National Register or California Register.

Of these previously identified historical resources, four (4) were re-evaluated as appearing eligible for listing in the National Register and/or California Register, and are therefore considered herein as historical resources for the purposes of CEQA. Five (5) were found to appear ineligible for historic listing due to substantial alteration. No historic districts have been previously identified within the Project Area and/or Expanded Study Area.[72]

302 E. Manchester Boulevard/200-204 S. Market Street (Cox Menswear)

This property, located at the southeast corner of Manchester Boulevard and Market Street, contains a two-story commercial retail building. Originally constructed in 1941, the building was designed in the Streamline Moderne style and was historically occupied by Scotty's Men's Shop. The building's current tenant is Cox Menswear. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of the Streamline Moderne style in Inglewood.[73]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. On the ground story, the existing stone veneer and projecting aluminum-frame display windows appear to be the result of a mid-century remodel, replacing all of the original retail storefronts and wall cladding along both street-facing façades. On the upper story, original fenestration has been replaced with vinyl sliders. Also, the neon sign that originally adorned the corner tower has been removed. Due to these alterations, the building no

[71] This 2000 report included a historic resources survey of the Inglewood Downtown District/Main Street project area, which was bounded by La Brea Avenue to the west, Locust Street to the east, Florence Avenue to the north, and Hillcrest Boulevard to the south. The upper portion of this survey area includes the Market Street portion of the current Project Area/Expanded Study Area. The survey identified eight (8) individual properties within the current Project Area/Expanded Study Area as eligible for historic designation; no historic district was identified.

[72] The *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, adopted November 1, 2016, identifies Downtown Inglewood as "Historic Downtown." However, this appears to refer to the area's history as Inglewood's original business district, and is not an evaluation of historic eligibility.

[73] Bricker.

longer displays the characteristic features of the Streamline Moderne style, nor does it represent a comprehensive or wholesale stylistic remodel from a particular historic period. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

320-330 E. Manchester Boulevard (Bank of America)

This property, located at the southwest corner of Manchester Boulevard and Locust Street, contains a 21,976 sq. ft. bank building and a rear surface parking lot.[74] Originally constructed in 1948, the building was erected for Bank of America and designed in the Late Moderne style. Bank of America continues as its current tenant. The smaller adjacent building at 320 E. Manchester Boulevard was originally constructed in 1920 and remodeled as part of the Bank of America in 1954. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of a 1940s PWA Moderne-style bank building in Inglewood.[75]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, exterior wall cladding, fenestration patterns, and decorative elements. The framing of the windows and doors may have been updated. However, the replacement material appears to be in keeping with what would have been in place historically, such that this change does not substantially diminish the building's integrity. Other changes—including lighting, signage, and the addition (and subsequent removal) of an in-wall ATM—are minor in relation to the building's overall appearance. The building remains largely intact and continues to display the characteristic features of a PWA Moderne bank building from the 1940s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

100 N. Market Street/307 E. Queen Street (former Bank of Inglewood)

This property, located at the northeast corner of Market and Queen streets, contains a two-story, 9,258 sq. ft. mixed-use commercial building constructed in 1927. The building was originally constructed for the Bank of Inglewood at a cost of $140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was the first steel frame business block in the city. The

[74] The main bank building uses the address 330 E. Manchester Bl.; the smaller adjacent building is at 320.
[75] Bricker.

building was sold to Bank of America National Trust & Savings Association in 1936; in 1950 it became Southwest Bank. It now serves as a retail space occupied by Vajra Books & Gifts. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as an excellent example of a 1920s Mediterranean Revival-style bank building in Inglewood.[76]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, roof material, exterior wall cladding, fenestration patterns, elaborated arched main entrance and ground-story windows, upper-story windows, and various decorative elements. Alterations—such as replaced front doors and the addition of tile cladding on the ground story—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mediterranean Revival bank building from the 1920s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the National Register and the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

124-126 N. Market Street

This property, located on the east side of Market Street between Regent and Queen streets, contains a two-story, 2,750 sq. ft. mixed-use commercial building constructed in 1920. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.[77]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. The building's original retail storefronts have been replaced with floor-to-ceiling aluminum storefronts, thereby completely altering the ground story on the building's only publicly visible façade. On the upper story, original fenestration has been replaced with metal sliders. The building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California

[76] Bricker.

[77] Ibid. Note that Inglewood's downtown survey was completed prior to the revision of the California Historical Resources Status Codes. These codes were updated and their definitions revised in August 2003.

Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

125 S. Market Street

This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a one-story commercial building constructed in 1938. The building is currently occupied by Basket Beauty Supply. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as an intact example of a mid-century remodeled façade.[78]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it has been substantially altered over time, including since its previous evaluation. The 2000 survey referred to this building as "among the more visually interesting" mid-century façade remodels along Market Street, noting a "metal pylon sign [that] juts above the building's parapet at a sufficient height and angle to be seen by the pedestrian" and "framed [display] cases that cantilever beyond their built-in bases."[79] None of these features remain extant. Alterations include the replacement of the exterior wall cladding on both stories, the replacement of all retail storefronts and entry doors, the addition of applied decorative features above the canopy, added light fixtures, and contemporary signage. Taken together, these alterations have completely transformed the building's only publicly visible façade, such that it no longer displays any elements of its original 1930s design, nor does it represent a comprehensive mid-century façade remodel. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

129-139 S. Market Street (former J.C. Penney)

This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a two-story, 62,583 sq. ft. commercial retail building which originally housed a J.C. Penney department store. The building was initially constructed as one story in 1941. In 1954, it was expanded with a second story and remodeled in the Mid-Century Modern style. It is currently occupied by Inglewood Marketplace. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1950s Mid-Century Modern-style department store building.[80]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1950s remodel. The building

[78] Bricker.
[79] Bricker, 16.
[80] Bricker.

retains the majority of its exterior features from this period, including its form and massing, exterior wall cladding, angled storefronts, recessed entry with terrazzo flooring, entry doors, canopy, upper-story ribbon windows, and applied decoration. Alterations—such as contemporary signage and the distinctive paint job—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mid-Century Modern department store building from the 1950s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

132 S. Market Street

This property, located on the east side of Market Street between Queen Street and Manchester Boulevard, contains a two-story mixed-use commercial building constructed in 1925. The building is currently occupied by Smoove Fashion World. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.[81]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. The building's original retail storefront has been replaced with a floor-to-ceiling aluminum storefront, and brick veneer wall cladding and an awning have been added, thereby completely altering the building's ground story. On the upper story, original fenestration has been replaced with metal or vinyl sliders. Some original decorative features remain on the upper story. However, overall the building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

150 S. Market Street (former People's Federal Building & Loan Association)

This property, located at the northeast corner of Market Street and Manchester Boulevard, contains a two-story, 16,575 sq. ft. mixed-use commercial building. The building was originally constructed in 1927 as the People's Federal Building & Loan Association. It was remodeled in the Late Modern style, likely sometime in the 1960s. It is currently occupied by World Hat & Boot Mart. In 2000, the property was assigned a

[81] Bricker.

status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1960s Late Modern-style commercial building.[82]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1960s remodel. The building retains the majority of its exterior features from this period, including its form and massing, exaggerated arches and elevated roof plate, exterior wall cladding, metal storefronts and entry doors, canopy, and upper-story fenestration. Alterations—such as contemporary signage and the replacement of the original entry doors with a display window—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains largely intact and continues to display the characteristic features of a Late Modern commercial building from the 1960s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

333 E. Nutwood Street

This property, located at the northwest corner of Locust and Nutwood streets, contains a one-story commercial office building constructed in 1940. The building is currently occupied by Anphon Medical Center. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.[83]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. The building's exterior wall cladding has been replaced with rough-textured stucco, and exaggerated stucco-clad window surrounds have been added throughout. These changes are incompatible with the building's American Colonial Revival style, and thereby substantially alter the building's overall appearance. The building is no longer a good example of its architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

6.3 Newly Identified Historical Resources

Detailed field surveys of the Project Area and Expanded Study Area were conducted on June 4th, 2018 and February 21st, 2019. These field surveys were supplemented by

[82] Bricker.
[83] Ibid.

property-specific and contextual research to identify additional properties that are eligible for listing or designation and therefore may be considered historical resources under CEQA. Through this process, five (5) additional properties were evaluated as appearing eligible for listing in the National Register and/or California Register, and are therefore considered herein as historical resources for the purposes of CEQA. No historic districts were identified within the Project Area and/or Expanded Study Area.

260 N. Locust Street (Holy Faith Episcopal Church)

This property, located at the southeast corner of Locust Street and Grace Avenue, contains the Holy Faith Episcopal Church complex. The congregation was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, funds were donated to erect a complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). The complex of buildings was designed by architect Philip Frohman, would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church building was officially consecrated on November 8th, 1914. It lost its original bell tower in the 1933 Long Beach Earthquake, but continued to be improved throughout the 1930s, with the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in Highland Park. Due to its growing congregation, in the late 1950s architect Philip Frohman returned to design an addition to the church building.[84] The church was extended to the west and an interior balcony added, doubling its capacity from 200 to 400. The newly expanded church building was dedicated in 1959. The parish hall, which now serves as a school, has been expanded multiple times from the 1950s to the 1980s, now extending nearly the full width of the lot. The rectory appears largely intact, with some windows replaced. In 2000, the property was assigned a status code of 4S1 (may become eligible for the National Register when it becomes old enough).[85]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially intact, including the main church building, the rectory, and the school. Character-defining features of the church building include its double-cruciform plan; gabled roofs with capped parapets and decorative crosses; copper steeple; stucco exterior walls with cast-stone stepped buttresses; base with cast-stone molding; pointed-arch openings with decorative cast-stone surrounds; leaded stained-glass windows; cast-stone Gothic tracery and quoining; wood plank doors with exposed iron hardware; metal scuppers and downspouts; and decorative wrought-iron wall sconces. The church expansion was designed by the original architect to respect

[84] Bricker, 8 (Database Master Report, appendix to the *Inglewood Downtown District/Main Street Project Area Historic Design Guidelines)*.

[85] Bricker. It is unclear why this status code was assigned, as it was typically reserved for properties that were less than 50 years of age at the time of evaluation.

and complement the original church—with features such as wood entry doors and stained-glass windows retained and incorporated into the expanded design—and thus is considered to have acquired significance in its own right. Similarly, additions to the school building are compatible with yet differentiated from the original extent, which remains evident. Thus, the property as a whole retains sufficient integrity to convey its significance as an excellent and rare early 20th-century religious complex in Inglewood. Additionally, the church building appears to be an outstanding example of Late Gothic Revival architecture, representing the work of a nationally-significant architect. Therefore, the property appears eligible for listing in the National Register and the California Register under Criterion A/1 as early institutional development in Inglewood, and Criterion C/3 for its architectural merit. As such, it is considered a historical resource herein for the purposes of CEQA.

158-170 N. Market Street (former United Bank of California)

This property, located at the southeast corner of Market and Regent streets, contains a 9,000 sq. ft. branch bank building and rear surface parking lot. Originally constructed in 1967 for United Bank of California, it was designed by noted Los Angeles architect Richard Dorman in the Late Modern style.[86] Richard Dorman was a prolific modernist architect and designer who worked throughout the Los Angeles region from the 1950s through the 1970s. Over the course of his career he designed dozens of high-end residences, as well as various commercial and institutional buildings such as offices, churches, and banks. In 1976, the bank added a similarly-designed drive-thru automated teller building across Regent Street to the north, also designed by Dorman.[87] The building is currently occupied by Broadway Federal Bank. In 2000, the property was assigned a status code of 6Z (appears ineligible for the National Register).[88]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. Character-defining features include its cruciform roof plan; projecting trapezoidal volumes; battered walls; heavy wood beams; smooth exterior surfaces of brick and stucco; and large expanses of tinted glass. Alterations—such as contemporary signage, and the addition of an in-wall ATM with an access ramp and projecting canopy—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. At the time of its previous evaluation, the bank building was well below the 50-year age threshold used in standard preservation practice for evaluating eligibility for

[86] Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building across the street lists Richard Dorman as its architect.

[87] Because the drive-thru automated teller building is situated across the street and was added nine years later, it is not considered part of the bank building.

[88] Bricker.

historic designation.[89] Additionally, since the 2000 survey there has been substantial new scholarship on the built environment of the mid-20th century, with new historic contexts developed to provide guidance for evaluating such properties. In light of this new scholarship, this property appears to be significant as a 1960s Late Modern-style bank building in Inglewood, representing the work of a noted architect. It remains highly intact and thus retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, the property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, it is considered a historical resource herein for the purposes of CEQA.

149-155 S. Market Street/231-239 E. Manchester Boulevard (Professional Building)

This property, located at the northwest corner of Market Street and Manchester Boulevard, contains a two-story, 6,000 sq. ft. mixed-use commercial building. Constructed in 1928 as the Professional Building, it was designed in the Spanish Colonial Revival style with cast-stone Churrigueresque details. In 2000, the property was assigned a status code of 4S7 (may become eligible for the National Register when integrity is restored).[90]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that despite alterations on the ground story, the upper story appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its red clay tile shed roofs with exposed rafter tails; smooth stucco exterior cladding; wood tripartite upper-story windows; decorative cast-stone details at the roofline; and a canopy with decorative wrought-iron supports at the secondary entrance. Alterations—including replacement of ground-story storefronts and entry doors—do somewhat diminish the building's integrity. However, overall the building remains largely intact and continues to display the characteristic features of a Spanish Colonial Revival commercial building from the 1920s. Thus, it retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

This property, located at the northwest corner of Prairie Avenue and La Palma Drive, contains a two-story, 9,352 sq. ft. chapel and mortuary building. Designed in the American Colonial Revival style, the building was initially constructed in 1948 as the Hardin & Flanagan Colonial Chapel & Mortuary. In 1959, the business was acquired by the McCormick family and renamed McCormick Mortuary. Around 1960, the building

[89] According to National Park Service guidance, 50 years is a general estimate of time needed to develop sufficient historical perspective to evaluate historic significance.
[90] Bricker.

was expanded with a new two-story wing to the north. It is currently operated as Lighthouse McCormick Mortuary.

Historic Resources Group has examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1960s expansion. The building retains the majority of its exterior features from this period, including its form and massing; hipped and gable roofs with boxed eaves; decorative cornice with return; two-story porticos with slender full-height columns; stucco and wood clapboard exterior cladding; fluted pilasters; divided-light double-hung wood windows with louvred wood shutters; wood paneled doors; round and rounded-arch openings; elaborated entrances including fanlights, sidelights, and decorative wood surrounds; and hanging lanterns. Alterations—such as replacement of an original window with a vinyl slider—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The mortuary's expansion was designed to respect and complement that of the original chapel and office, and thus is considered to have acquired significance in its own right. The building remains highly intact and continues to display the characteristic features of a mid-20th century American Colonial Revival mortuary building. Thus, it retains sufficient integrity to convey its significance as an excellent example of its architectural style, and therefore appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

720 E. Florence Avenue (Inglewood Park Cemetery)[91]

This property, located at the northeast corner of Manchester Boulevard and Prairie Avenue, contains a large cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association and acquired a large plot of land just east of what would become downtown Inglewood. In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. In these early days, funerals often arriving by rail from Los Angeles in a private funeral car; portions of the original railroad waiting station have been incorporated into the main entrance. The Neoclassical-style Inglewood Mausoleum was completed in 1915 and was the first community mausoleum in the State of California. The Mausoleum of the Golden West was built over several decades from the 1930s to the 1960s and features stained-glass representations of early California by Judson Studios. Various notable persons have been laid to rest at Inglewood Park Cemetery, including some of the South Bay region's earliest settlers, a number of Civil War veterans, and

[91] The parcel at the northeast corner of Manchester Boulevard and Prairie Avenue is included in the Expanded Study Area because it fronts the alignment right-of-way. This parcel has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E. Florence Avenue (APN 4012031027). In the interest of being inclusive, the Inglewood Park Cemetery has been included in the Expanded Study Area for the purpose of this Project. While the cemetery extends several blocks north of the Project Area to Florence Avenue, project impacts would only be expected in the southwesternmost portion of the property.

famous figures such as former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams. At the time of this report, both Grace Chapel and the Inglewood Mausoleum were undergoing renovation.

Historic Resources Group has examined this property for the purpose of this report, and finds that it has evolved over time but that it remains substantially intact. The property appears to retain the majority of its original features, such as its overall form and configuration, landscape design, and main entrance, as well as multiple excellent examples of cemetery architecture, including Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West.[92] Alterations—such as the addition of more recent buildings—do not substantially diminish the integrity of the property overall. Thus, the property as a whole retains sufficient integrity to convey its significance as an excellent and rare early 20th-century cemetery in Inglewood. Additionally, Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West appear to be excellent examples of their architectural style. Therefore, the property appears eligible for listing in the National Register[93] and the California Register under Criterion A/1 as early institutional development in Inglewood, and Criterion C/3 and for the quality of its architectural and landscape design. As such, this property is considered a historical resource herein for the purposes of CEQA.

6.4 Summary of Historical Resources

To summarize, eleven (11) historical resources have been identified in the Project Area and/or Expanded Study Area. Of these, two (2) are listed in the National Register and the California Register; four (4) were previously identified as historic through historic resources surveys, environmental review, or other efforts, and have been re-evaluated as appearing eligible for listing in the National Register and/or California Register; and five (5) were identified through this process and evaluated as appearing eligible for listing in the National Register and/or California Register. All of these properties are considered herein as historical resources for the purposes of CEQA. Therefore, potential impacts of the Project to these properties are analyzed in this report. *[See Figure 4. Map of Historical Resources.]*

[For field photographs of these historical resources and their immediate surroundings, taken June 4th, 2018 and February 21st, 2019, see Appendix A.]

[92] Due to the size and complexity of this property, identification of contributing and non-contributing features was outside the scope of this report.

[93] Based upon its age, this property appears to meet National Register Criterion Consideration D for cemeteries.

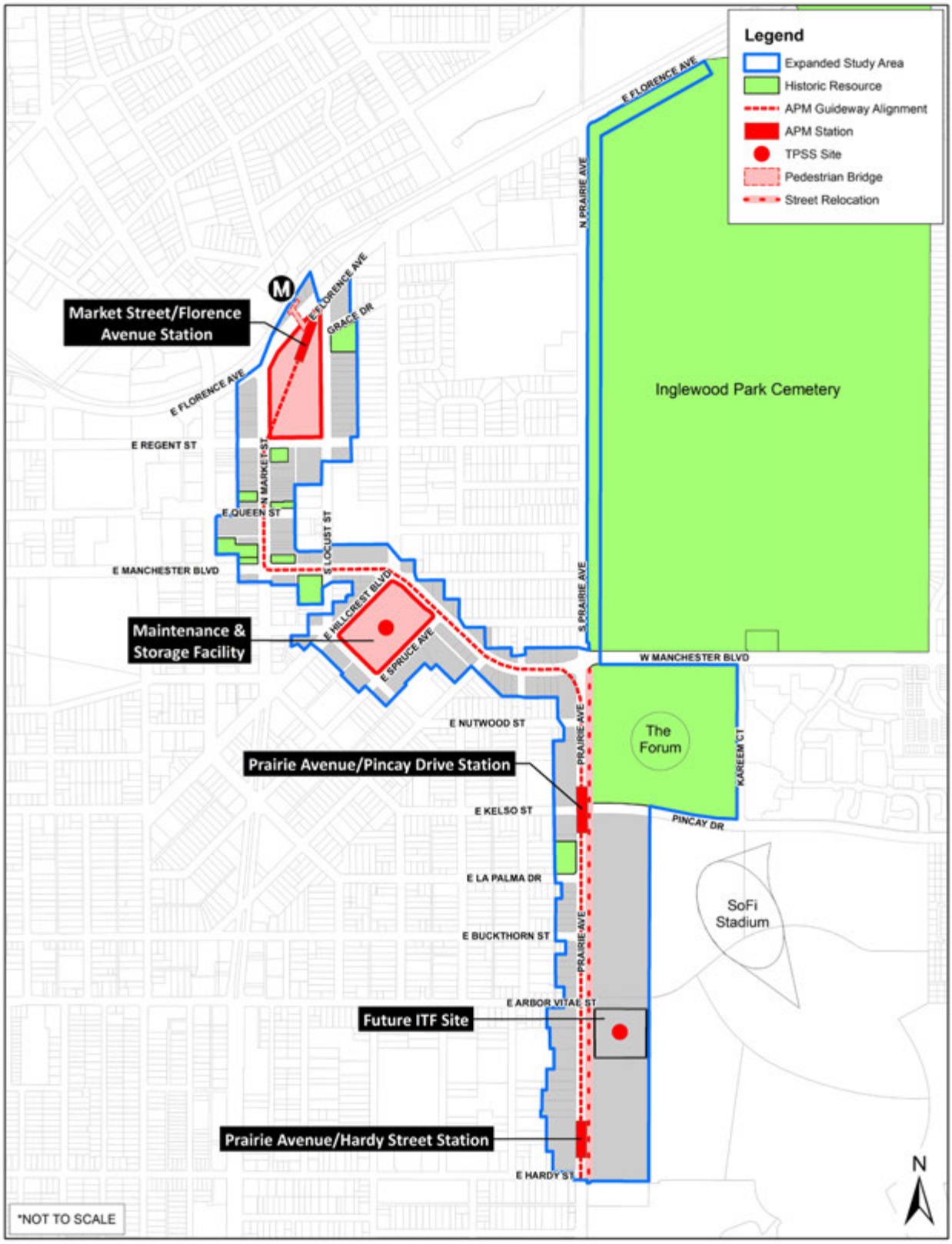
Summary List of Historical Resources

ADDRESS	APN	DATE	NAME	DESCRIPTION	CURRENT EVALUATION
260 N Locust St	4015026039	1914	Holy Faith Episcopal Church	Religious complex (church, rectory and school)	Appears eligible for listing in NR & CR
320-330 E Manchester Bl	4021013018	1948	Bank of America	Branch bank, rear parking lot	Appears eligible for listing in CR
3900 W Manchester Bl	4025001002	1967	The Forum	Multi-purpose indoor arena, surrounding parking lot	Listed in NR and CR
100 N Market St/307 E Queen St	4021007024	1927	Former Bank of Inglewood (now Vajra Books & Gifts)	Two-story mixed-use commercial building	Appears eligible for listing in NR & CR
115 N Market St	4021008006	1949	Former Fox Theater	Neighborhood movie theater	Listed in NR and CR
158-170 N Market St	4021007012	1967	Former United Bank of California (now Broadway Federal Bank)	Branch bank, rear parking lot	Appears eligible for listing in CR
129-139 S Market St	4021009031	1941, addition and remodel 1954	Former J.C. Penney (now Inglewood Marketplace)	Two-story retail commercial building	Appears eligible for listing in CR
149-155 S Market St/231-239 E Manchester Bl	4021009017	1928	Professional Building	Two-story mixed-use commercial building	Appears eligible for listing in CR
150 S Market St	4021010015	1927, remodel c. 1965	Former People's Federal Building & Loan Association (now World Hat & Boot Mart)	Two-story mixed-use commercial building	Appears eligible for listing in CR
619-635 S Prairie Ave	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	Two-story chapel and mortuary building	Appears eligible for listing in CR

ADDRESS	APN	DATE	NAME	DESCRIPTION	CURRENT EVALUATION
720 E Florence Ave[94]	4012031930	1905	Inglewood Park Cemetery	Cemetery	Appears eligible for listing in NR & CR

[94] The parcel situated within the Expanded Study Area (APN 4012031930) has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E Florence Avenue (APN 4012031027).

Figure 4. MAP OF HISTORICAL RESOURCES



7.1 Framework for Analysis

Guidelines for Implementation of CEQA are codified at Title 14 California Code of Regulations section 15000 et seq. The *CEQA Guidelines* state that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."[95] A "substantial adverse change in the significance of a historical resource" means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[96]

The CEQA Guidelines go on to state that "[t]he significance of a historical resource is materially impaired when a project…"[d]emolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources… local register of historical resources… or its identification in a historical resources survey."[97]

Thus, an evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historical resource, and if so, (2) a determination of whether the proposed project will result in a substantial adverse change in the significance of the historical resource.

7.2 Analysis of Direct Impacts

This section analyzes the potential for the Project to have a direct impact on any historical resources under CEQA. As discussed above, the significance of a historical resource is materially impaired, and constitutes a substantial adverse change in the significance of that historical resource, if the project would materially alter in an adverse manner those physical characteristics of the resource or its immediate surroundings that convey its historical significance and justify its inclusion in the California Register, local register, or historical resource survey. The significance of a historical resource may be materially impaired through project impacts both direct and indirect. Thus, the potential for this Project to impact a historical resource, either directly or indirectly, is analyzed.

As described above, much of the Project will be constructed within the public right-of-way,[98] including the elevated APM guideway set on single or dual support columns, and two of three APM Stations. However, several Project components will be constructed on parcels immediately adjacent to the public right-of-way. These include the Market

[95] *CEQA Guidelines*, Section 15064.5(b).
[96] Ibid., Section 15064.5(b)(1).
[97] Ibid., Section 15064.5(b)(2).
[98] The public right-of-way extends to the front property line on each side of the street, including the roadway and sidewalks.

Street Station; the pedestrian bridge over Florence Avenue; vertical circulation elements for two of the APM stations; the Maintenance & Storage Facility; two Traction Power Substations; and the relocation of Prairie Avenue. Thus, the Project does have the potential to directly impact historical resources.

This report has identified two (2) historical resources within the Project Area that could be directly impacted by the Project. Potential impacts to each of these resources are described below.

3900 W. Manchester Boulevard (The Forum)

The Forum property is located within the Project Area, situated along the east side of the APM alignment as it travels north/south along Prairie Avenue. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Prairie Avenue between Manchester Boulevard and Hardy Street. Additionally, the travel lanes on Prairie Avenue will be relocated to the east (to accommodate the anticipated APM columns on the west side of Prairie and maintain a sufficient sidewalk width). The total travel lane (and turn lane) capacities on Prairie Avenue will be maintained to avoid traffic impacts on Prairie Ave (which is the main access point to the major event venues); as such there is an encroachment into the Forum property along its western boundary. With this street modification, the support columns on the east side of the APM guideway would be constructed on what is now the Forum parking lot. The APM guideway (and stations) will remain over the public right-of-way; the encroachment is due to the roadway modification and to accommodate the potential APM support columns.

The Project will not physically alter the Forum building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will alter a portion of the Forum's surface parking lot, which is identified in the National Register nomination as one of the Forum's character-defining features. The Project will encroach into the Forum parking lot along its western edge between Manchester Boulevard and Pincay Drive by less than approximately 30 feet to accommodate the modification of Prairie Avenue. Additionally, to accommodate the vertical circulation elements from the Station to the ground level, approximately 75 feet of local encroachment is anticipated. This encroachment will alter the original dimensions of the site. Despite this alteration, the parking lot will retain its overall character as an expansive, on-grade, asphalt-paved parking area surrounding the Forum building on all sides.

Additionally, the Project includes new construction of support columns for the APM guideway on the Forum site. These support columns will be constructed within or immediately adjacent to the public right-of-way of the newly relocated sidewalk on the east side of Prairie Avenue. These columns will be situated along the property's western edge, and thus there will be a substantial physical distance between the new construction and the Forum building itself. Thus, the Project will not alter the

relationship between the Forum building and its immediate surroundings in any meaningful way.

The motorist's view of the Forum from Prairie Avenue looking east will be partially obscured by the new construction. However, pedestrian views from the new sidewalk on the east side of Prairie will remain largely intact with only minimal impairment. Views of the Forum building looking south from Manchester will remain unimpaired. Overall, the new construction will not block or obscure important views of the Forum building, as there will remain multiple vantage points from which the building can be observed without obstruction. The Forum site will retain its essential character as a large circular structure set at the center of a sprawling, generally open site with largely unobstructed views from all sides.

Because the Project will not physically alter the Forum building; will not block or obscure important views of the Forum building; and will only alter a portion of the Forum parking lot; the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Forum will continue to convey its historic significance as a 1960s New Formalist-style arena in Inglewood. Therefore, direct impacts to the Forum as a result of the Project will be less than significant.

150 S. Market Street (former People's Federal Building & Loan Association)

The former People's Federal Building & Loan Association building is located within the Project Area. The building is situated along the APM alignment at the northeast corner of Market Street and Manchester Boulevard. As described above, the Project will construct an elevated APM guideway set on support columns within the public rights-of-way of Market Street and Manchester Boulevard. Traveling southbound, the APM guideway will run along Market Street south to Manchester Boulevard, where it will make a ninety-degree left-hand turn to continue east on Manchester.[99]

Due to the existing conditions at the intersection of Market and Manchester, and the requirements of the new constriction, the APM guideway and/or support columns may touch the property on the northeast corner. Existing conditions include the relative narrowness of Market Street, the required width of the guideway, the required turning radius of the guideway, and the absence of front and side building setbacks on Market Street and Manchester Boulevard. For the purpose of this report, it is presumed that the Project will acquire this property and demolish the former People's Federal Building & Loan Association building.

Because the Project is presumed to demolish the former People's Federal Building & Loan Association building, the Project will result in a significant impact to the historical

[99] Traveling northbound, the APM guideway will run along Manchester Boulevard west to Market Street, where it will make a right-hand turn to continue north on Market.

resource. The demolition of a historical resource cannot be mitigated to a less than significant level.

7.3 Analysis of Indirect Impacts

This section analyzes the potential for the Project to have an indirect impact on any historical resources under CEQA. As discussed above, the significance of a historical resource is materially impaired, and constitutes a substantial adverse change in the significance of that historical resource, if the project would materially alter in an adverse manner those physical characteristics of the resource or its immediate surroundings that convey its historical significance and justify its inclusion in the California Register, local register, or historical resource survey. The significance of a historical resource may be materially impaired through project impacts both direct and indirect. Thus, the potential for this Project to impact a historical resource, either directly or indirectly, is analyzed.

As described above, much of the Project will be constructed within the public right-of-way,[100] including the elevated APM guideway set on support columns, and three APM Stations. An Expanded Study Area has been defined to encompass what is expected to be the maximum extent within which project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides. In addition, where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction have been included in the Expanded Study Area. This includes parcels adjacent to or across from the block where the Market Street Station would be constructed; parcels adjacent to or across from the Maintenance & Storage Facility site; the site where the pedestrian bridge will land; and the two Traction Power Substation sites. The Project has the potential to indirectly impact historical resources within the Expanded Study Area.

This report has identified six (6) historical resources within the Expanded Study Area that could be indirectly impacted by the Project. Potential impacts to each of these resources are described below.

320-330 E. Manchester Boulevard (Bank of America)

The Bank of America building is located within the Expanded Study Area for the Project. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Manchester Boulevard, between Market Street and Prairie Avenue. The Bank of America building is located on the south side of Manchester Boulevard, immediately adjacent to where the new APM guideway will be located.

[100] The public right-of-way extends to the front property line on each side of the street, including the roadway and sidewalks.

The Project will not physically alter the Bank of America building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to this resource, potentially altering the way in which the Bank of America building will be viewed and experienced by pedestrians and motorists. Specifically, views of the building from the north side of Manchester—a critical vantage point from which to observe the building's overall scale, massing, and composition—have the potential to be obstructed by the new construction. The building's historic significance is conveyed through its two publicly visible facades, on Manchester Boulevard (primary) and Locust Street (secondary). The Project will be located along Manchester Boulevard, and has the potential to interfere with views of the primary façade of the Bank of America building. The building's secondary façade along Locust Street will not be obscured by the Project.

The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of the Bank of America building. The edge of the guideway will be approximately 17 feet from the façade of the Bank of America building. The bottom of the APM guideway will be elevated 35 feet above the roadway at this point along the alignment. The Bank of America building measures approximately 28 feet in height; thus, the guideway will clear the top of the building by approximately seven feet. Because the guideway will be a substantial distance away from the Bank of America building's façade, and positioned a substantial distance higher than the building, it will not obscure important views of the building's primary façade when viewed from the north side of Manchester.

Additionally, the guideway will be carried by straddle-bent supports positioned along Manchester Boulevard, three of which will be located in front of or immediately adjacent to the Bank of America building. The straddle-bent columns will be approximately six feet in diameter and spaced between 67.5 and 80 feet apart. The closest columns to the Bank of American Building will be approximately 20 feet from the building's primary façade.

Because three straddle-bent supports will sit in front of or immediately adjacent to the Bank of American building, portions of the building's primary facade will be intermittently obscured depending on the position of the viewer. The columns will be six feet wide in diameter and spaced at least 67 feet apart, however, so only very limited portions of the Bank of America building's primary façade will be obstructed when viewed from Manchester Boulevard. Those portions of the building's façade that will be obscured will be minor in comparison to the façade's total size, the majority of which will remain visible. Ultimately, the building's scale, massing, and overall composition will remain readily discernable to the viewer despite some minor interruption of views.

Because the APM guideway will be located seven feet above the top of the Bank of American Building and the straddle-bent supports carrying the guideway will only obscure small portions of the building's primary façade, the Project will not obscure or interfere with views of the building such that its physical from and architectural style cannot be discerned. After construction of the Project, the ability of the Bank of America to convey its historic significance as a 1940s Moderne style bank building will not be substantially impaired. Therefore, indirect impacts to the Bank of America building as a result of the Project will be less than significant.

100 N. Market St/307 E Queen Street (former Bank of Inglewood)

The former Bank of Inglewood building is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former Bank of Inglewood building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the former Bank of Inglewood building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, potentially altering the way in which the former Bank of Inglewood will be viewed and experienced by pedestrians and motorists. Specifically, views of the building from the east side of Market Street—an important vantage point from which to observe the building's primary façade and main entry—has the potential to be obstructed by the new construction. The building's historic significance is conveyed through its two publicly visible facades, on Market Street (primary) and Queen Street (secondary). The Project will be located along Market Street, and has the potential to interfere with views of the primary façade of the Bank of Inglewood building. The building's secondary façade along Queen Street will not be obscured by the Project.

The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of the Bank of Inglewood building. The edge of the guideway will be approximately 26 feet from the building's façade. The bottom of the APM guideway will be elevated 40 feet above the roadway at this point along the alignment. The Bank of Inglewood building measures approximately 33 feet in height; thus, the guideway will clear the top of the building by approximately seven feet. Because the guideway will be a substantial distance away from the Bank of Inglewood's façade, and positioned a substantial distance higher than the building, it will not obscure important views of the building's primary façade when viewed from the west side of Market Street.

Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the

Bank of Inglewood building. In plan, the column will be an oblong shape approximately 6 by 9 feet in diameter (for dual guideway in symmetrical guideway structure) in a median. The closest column will be approximately 46.9 feet from the building's primary façade.

Because a single column will sit in front of or immediately adjacent to the Bank of Inglewood building, a portion of the building's primary facade will be intermittently obscured depending on the position of the viewer. The column will be 6 feet by 9 feet in width, however, so a limited portion of the Bank of Inglewood building's primary façade will be obstructed when viewed from Market Street. The larger south façade facing Queen Street will remain unobstructed, and columns will be placed so that the important corner view of the building which takes in both the east and south facades will be maintained. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Ultimately, the building's scale, massing, and overall composition will remain readily discernable to the viewer despite some interruption of views.

Because the APM guideway will be located seven feet above the top of the Bank of Inglewood Building and the support column carrying the guideway will only obscure a portion of the building's primary façade, the Project will not obscure or interfere with views of the building such that its physical from and architectural style cannot be discerned. After construction of the Project, the ability of the Bank of Inglewood building to convey its historic significance as a 1920s Mediterranean Revival-style bank building will not be substantially impaired. Therefore, indirect impacts to the Bank of Inglewood building as a result of the Project will be less than significant.

115 N. Market Street (former Fox Theater)

The former Fox Theater building is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former Fox Theater building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the former Fox Theater building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, potentially altering the way in which the former Fox Theater will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its Market Street façade, which is its only publicly visible façade. The Project will be located along Market Street, and has the potential to interfere with views of the primary façade of the Fox Theater building.

The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of the Fox Theater. The edge of the guideway will be approximately 15 feet from the building's projecting theater marquee, which overhangs the sidewalk. The guideway will be carried by single columns positioned in the center of Market Street, although no column will be placed directly in front of or immediately adjacent to the Fox Theater. The main volume of the Fox Theater building measures approximately 38 feet tall, with its vertical sign pylon—an important component of the building's design—rising to a height of approximately 70 feet. In contrast, the bottom of the APM guideway will be elevated approximately 40 feet above the roadway at this point in the alignment, with the top of the guideway rising to approximately 48 feet. This will place an 8-foot-tall horizontal structure directly in front of the sign pylon, visually obscuring a portion of the sign pylon, and creating a visual separation between the uppermost portion of the pylon and the lower portion of the building containing the theater marquee and public entrance.

Due to the APM guideway interrupting views of the upper portion of the Fox Theater, including obscuring its important sign pylon, the Project will block and/or obscure important views of the building's primary façade. Specifically, views of the building from the east side of Market—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective.

Because the Project will block and/or obscure important views of the former Fox Theater building's primary façade, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the former Fox Theater to convey its historic significance as a 1940s Late Moderne-style movie theater building will be impaired. Therefore, indirect impacts to the former Fox Theater building as a result of the Project will be significant.

158-170 N. Market Street (former United Bank of California)

The former United Bank of California building is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former United Bank of California building is located on

the east side of Market Street, immediately adjacent to where the new APM guideway will be located.[101]

The Project will not physically alter the former United Bank of California building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, potentially altering the way in which the former United Bank of California will be viewed and experienced by pedestrians and motorists. Specifically, views of the building from the west side of Market Street—an important vantage point from which to observe the building's primary façade and main entry—has the potential to be obstructed by the new construction. The building's historic significance is conveyed through its two publicly visible facades, on Market Street (primary) and Regent Street (secondary). The Project will be located along Market Street, and has the potential to interfere with views of the primary façade of the United Bank of California building. The building's secondary façade along Regent Street will not be obscured by the Project.

The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of the United Bank of California building. The edge of the guideway will be approximately 27 feet from the building's façade, and approximately 17 feet from the building's projecting entry canopy which overhangs the sidewalk. The bottom of the APM guideway will be elevated 42 feet above the roadway at this point along the alignment. The United Bank of California building measures approximately 23 feet in height; thus, the guideway will clear the top of the building by approximately 19 feet. Because the guideway will be a substantial distance away from the United Bank of California's façade, and positioned a substantial distance higher than the building, it will not obscure important views of the building's primary façade when viewed from the west side of Market Street.

Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the United Bank of California building. In plan, the column will be an oblong shape approximately 6 feet by 9 feet in diameter. The closest column will be approximately 40.5 feet from the building's primary façade.

Because two columns will sit in front of or immediately adjacent to the United Bank of California building, a portion of the building's primary facade will be intermittently obscured depending on the position of the viewer. The column will be 6 feet by 9 feet in width, however, so a limited portion of the United Bank of California building's primary façade will be obstructed when viewed from Market Street. The north façade facing Regent Street will remain unobstructed. Those portions of the building's façade

[101] The drive-thru automated teller building across the street is not considered part of the bank building.

that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Ultimately, the building's scale, massing, and overall composition will remain readily discernable to the viewer despite some interruption of views.

Because the APM guideway will be located 19 feet above the top of the United Bank of California building and the support column carrying the guideway will only obscure a portion of the building's primary façade, the Project will not obscure or interfere with views of the building such that its physical from and architectural style cannot be discerned. After construction of the Project, the ability of the United Bank of California building to convey its historic significance as a 1960s Late Modern-style bank building will not be substantially impaired. Therefore, indirect impacts to the United Bank of California building as a result of the Project will be less than significant.

129-139 S. Market Street (former J.C. Penney)

The former J.C. Penney building is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former J.C. Penney building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the former J.C. Penney building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a new physical structure immediately in front of and within close proximity to the buildings along Market Street, potentially altering the way in which the former J.C. Penney will be viewed and experienced by pedestrians and motorists. Specifically, views of the building from the east side of Market Street—an important vantage point from which to observe the building's primary façade and main entry—has the potential to be obstructed by the new construction. The building's historic significance is conveyed through its Market Street façade, which is its only publicly visible façade. The Project will be located along Market Street, and has the potential to interfere with views of the primary façade of the J.C. Penney building.

The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of the J.C. Penney building. The edge of the guideway will be approximately 30 feet from the building's façade. The bottom of the APM guideway will be elevated 40 feet above the roadway at this point along the alignment. The J.C. Penney building measures approximately 30 feet in height; thus, the guideway will clear the top of the building by approximately ten feet. Because the guideway will be a substantial distance away from the J.C. Penney building's façade, and positioned a substantial distance higher than the building, it will not obscure important views of the building's primary façade when viewed from the east side of Market Street.

Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the J.C. Penney building. In plan, the column will be an oblong shape approximately 6 feet by 9 feet in diameter. The closest column will be approximately 43.8 feet from the building's primary façade.

Because one column will sit in front of or immediately adjacent to the J.C. Penney building, a portion of the building's primary facade will be intermittently obscured depending on the position of the viewer. The column will be 6 feet by 9 feet in width, however, so only a limited portion of the J.C. Penney building's primary façade will be obstructed when viewed from Market Street. The portion of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Ultimately, the building's scale, massing, and overall composition will remain readily discernable to the viewer despite some interruption of views.

Because the APM guideway will be located ten feet above the top of the J.C. Penney building and the support column carrying the guideway in front of the building will only obscure a portion of the building's primary façade, the Project will not obscure or interfere with views of the building such that its physical from and architectural style cannot be discerned. After construction of the Project, the ability of the J.C. Penney building to convey its historic significance as a 1950s Mid-Century Modern-style department store building will not be substantially impaired. Therefore, indirect impacts to the J.C. Penney building as a result of the Project will be less than significant.

149-155 S. Market Street/231-239 E Manchester Boulevard (Professional Building)

The Professional Building is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The Professional Building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the Professional Building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a new physical structure immediately in front of and within close proximity to the buildings along Market Street, potentially altering the way in which the Professional Building will be viewed and experienced by pedestrians and motorists. Specifically, views of the building from the east side of Market Street—an important vantage point from which to observe the building's primary façade and main entry—has the potential to be obstructed by the new construction. The building's historic significance is conveyed through its two publicly visible facades, on Market Street (primary) and Manchester Boulevard (secondary). The Project will be located along Market Street, and has the potential to

interfere with views of the primary façade of the Professional Building. The building's secondary façade along Manchester Boulevard will not be obscured by the Project.

The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of the Professional Building. The edge of the guideway will be approximately 30 feet from the building's façade. The bottom of the APM guideway will be elevated 40 feet above the roadway at this point along the alignment. The Professional Building measures approximately 32 feet in height; thus, the guideway will clear the top of the building by approximately eight feet. Because the guideway will be a substantial distance away from the Professional Building's façade, and positioned a substantial distance higher than the building, it will not obscure important views of the building's primary façade when viewed from the east side of Market Street.

Additionally, as the guideway makes its turn at Market Street and Manchester Boulevard, the columns will be placed on the opposite (east) side of the Market Street and on Manchester Boulevard. Because no columns will sit in front of or immediately adjacent to the Professional Building, the building's primary facade will not be obscured when viewed from the east side of Market Street. Ultimately, the building's scale, massing, and overall composition will remain readily discernable to the viewer with no interruption of views.

Because the APM guideway will be situated eight feet above the top of the Professional Building, and the building's primary façade will not be obscured by support columns, the Project will not obscure or interfere with views of the building such that its physical from and architectural style cannot be discerned. After construction of the Project, the ability of the Professional Building to convey its historic significance as a 1920s Spanish Colonial Revival-style commercial building will not be substantially impaired. Therefore, indirect impacts to the Professional Building as a result of the Project will be less than significant.

7.4 Analysis of No Impact

This report has identified three (3) historical resources within the Expanded Study Area that will not be impacted by the Project, either directly or indirectly. Potential impacts to each of these resources, or lack thereof, are described below.

260 N. Locust Street (Holy Faith Episcopal Church)

The Holy Faith Episcopal Church property is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. North of Regent, the APM guideway will bear northeast off of the public right-of-way and onto the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street. This block will be acquired, and the existing one-story shopping center and restaurant buildings demolished to accommodate new

construction of the elevated APM guideway and Market Street Station. The Holy Faith Episcopal Church property is situated across Locust Street from this block.

The Project will not physically alter the Holy Faith Episcopal Church property in any way. The buildings will remain in their original locations and will retain all of their significant character-defining features and materials. The Project will erect substantial new physical structures across the street from the Holy Faith Episcopal Church property, thereby changing its physical surroundings to the west. However, the new construction will be separated from the Holy Faith Episcopal Church property by the width of a residential street, and thus will not interfere with existing visual and/or spatial relationships between the property and its immediate surroundings. The new construction will not block or obscure important views of the church property. Due to the physical separation between the church property and the new construction, views of the historical resource from the surrounding streets and sidewalks will not be altered.

Moreover, the existing development to be demolished has no historical relationship to the church property, which predates it by some five decades. The existing development largely turns its back to buildings on Locust Street, including the church property, with most of the shopping center buildings oriented onto the surface parking lot to the west. The church property's surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The buildings to be demolished do not contribute to the understanding of the significance of the historical resource, therefore their demolition will not alter the way in which the church property will be viewed or experienced.

Because the Project will not physically alter the Holy Faith Episcopal Church property, will not block or obscure important views, and will not alter its surroundings in any meaningful way, the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Holy Faith Episcopal Church property will continue to convey its historic significance as an early 20th-century Late Gothic Revival-style religious complex in Inglewood. Therefore, there will be no impact to the Holy Faith Episcopal Church property as a result of the Project.

619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

The Lighthouse McCormick Mortuary property is located within the Expanded Study Area. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Prairie Avenue between Manchester Boulevard and Hardy Street. The Lighthouse McCormick Mortuary property is located on the west side of Prairie Avenue, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the Lighthouse McCormick Mortuary property in any way. The building will remain in its original location and will retain all of its

significant character-defining features and materials. The Project will erect a new physical structure immediately in front of the mortuary property, thereby changing its physical surroundings to the east. The APM guideway will be elevated above the roadway and sidewalks, passing in front of the mortuary building. The bottom of the APM guideway will be elevated 60 feet above the roadway at this point along the alignment, clearing the mortuary building by approximately 10 feet. Because the guideway will be positioned a substantial distance higher than the mortuary building, it will not obscure important views of the building's primary façade when viewed from Prairie Avenue.

Additionally, support columns will be placed on the sidewalk in front of the building. As a result, some views of the mortuary building will be obstructed by the new construction. However, the mortuary's primary façade is set back from the sidewalk behind a front lawn, and thus there will be a physical separation between the building and the new construction. Due to this separation, full views of the mortuary building from multiple vantage points will remain unimpaired. Views of the mortuary building from the west side of Prairie Avenue and from La Palma Drive will not be altered. Views of the mortuary building from the east side of Prairie Avenue will be obscured by the APM support columns; however, these views are not critical to understanding the significance of the historical resource. Additionally, the Prairie/Pincay Station will be located within the Prairie Avenue right-of-way to the north of the mortuary building. However, the southern end of the station will be situated approximately a half-block north of the mortuary building. As this new construction will be at a considerable distance from the resource, it will not obscure important views of the building's primary façade.

Moreover, the mortuary property's surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The addition of the APM along Prairie Avenue will not alter the way in which the mortuary church property will be viewed or experienced, and will not interfere with existing visual and/or spatial relationships between the property and its surroundings in any meaningful way.

Because the Project will not physically alter the Lighthouse McCormick Mortuary property, will not block or obscure important views, and will not alter its surroundings in any meaningful way, the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Lighthouse McCormick Mortuary property will continue to convey its historic significance as a mid-20th century American Colonial Revival-style mortuary building in Inglewood. Therefore, there will be no impact to the Lighthouse McCormick Mortuary property as a result of the Project.

720 E. Florence Avenue (Inglewood Park Cemetery)

The Inglewood Park Cemetery property is located within the Expanded Study Area. The cemetery is situated along the APM alignment at the northeast corner of Manchester Boulevard and Prairie Avenue. As described above, the Project will construct an elevated APM guideway set on support columns within the public rights-of-way of Manchester Boulevard and Prairie Avenue. Traveling southbound, the APM guideway will run along Manchester Boulevard east to Prairie Avenue, where it will make a right-hand turn to continue south on Prairie.[102]

The Project will not physically alter the Inglewood Park Cemetery property in any way. The cemetery will remain in its original location and will retain all of its significant character-defining features and materials. The Project will erect a new physical structure immediately adjacent to the cemetery property, thereby changing its physical surroundings to the southwest. However, The Project will not block or obscure important views of the cemetery property. The APM will run along Manchester Boulevard west of the cemetery, and along Prairie Avenue south of the cemetery. Thus, the APM will not run along the perimeter of the cemetery property at any point. At the intersection of Manchester and Prairie, the AMP will make a turn, touching the parcel at the southwest corner; the cemetery property is situated at the northeast corner. Thus, there will be a physical separation between the cemetery property and the new construction. At the intersection, support columns for the guideway will be placed on the sidewalk at the northwest, southwest, and southeast corners; no support columns will be placed at the northeast corner. Full views of the cemetery property from multiple vantage points along Prairie Avenue and Manchester Boulevard will remain unimpaired.

Moreover, the cemetery property's surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The addition of the APM will not alter the way in which the cemetery property will be viewed or experienced, and will not interfere with existing visual and/or spatial relationships between the property and its surroundings in any meaningful way. Furthermore, the most significant features of the Inglewood Park Cemetery—including the Grace Chapel (1907), Inglewood Mausoleum (1915), Mausoleum of the Golden West (1930s), and main entrance walls and gates—are clustered in the northernmost portion of the cemetery grounds or situated along Florence Avenue, whereas the Project's new construction will be southwest of the cemetery property.

Because the Project will not physically alter the Inglewood Park Cemetery property, will not alter its surroundings in any meaningful way, and will not block or obscure important views, the Project will not result in a substantial adverse change in the

[102] Traveling northbound, the APM guideway will run along Prairie Avenue north to Manchester Boulevard, where it will make a left-hand turn to continue west on Manchester.

significance of the historical resource. After construction of the Project, the Inglewood Park Cemetery will continue to convey its historic significance as an early 20th-century cemetery in Inglewood. Therefore, there will be no impact to the Inglewood Park Cemetery property as a result of the Project.

7.5 Cumulative Impact Analysis

No historic district has been identified within the Project Area or Expanded Study Area. Thus, there is no potential for cumulative impacts to historical resources as a result of the proposed Project. Other projects in the vicinity are responsible for conducting their own CEQA review, including analysis of potential impacts to historical resources.

7.6 Summary of Impacts

To summarize, the Project will result in both direct and indirect impacts to historical resources un CEQA. Of the eleven (11) historical resources identified in the Project Area and/or Expanded Study Area for the Locally Preferred Alternative and/or the Market Street Station Alternative, the Project will have a significant impact on seven (7) resources, and a less than significant impact on one (1) resource. There will be no impact to the remaining three (3) properties as a result of the Project.

Summary List of Impacts

ADDRESS	APN	NAME	NO IMPACT	LESS THAN SIGNIFICANT IMPACT	SIGNIFICANT IMPACT
260 N Locust St	4015026039	Holy Faith Episcopal Church	✓		
320-330 E Manchester Bl	4021013018	Bank of America		✓	
3900 W Manchester Bl	4025001002	The Forum		✓	
100 N Market St/307 E Queen St	4021007024	Vajra Books & Gifts (former Bank of Inglewood)		✓	
115 N Market St	4021008006	Former Fox Theater			✓
158-170 N Market St	4021007012	Broadway Federal Bank (former United Bank of California)		✓	
129-139 S Market St	4021009031	Former J.C. Penney		✓	

ADDRESS	APN	NAME	NO IMPACT	LESS THAN SIGNIFICANT IMPACT	SIGNIFICANT IMPACT
149-155 S Market St/231-239 E Manchester Bl	4021009017	Professional Building		✓	
150 S Market St	4021010015	World Hat & Boot Mart (former People's Federal Building & Loan Association)			✓
619-635 S Prairie Ave	4021038027	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	✓		
720 E Florence Ave[103]	4012031930	Inglewood Park Cemetery	✓		

[103] The parcel situated within the Expanded Study Area (APN 4012031930) has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E Florence Avenue (APN 4012031027).

As described above, the Project will have a significant impact on two (2) historical resources under CEQA. These include direct impacts resulting from demolition and indirect impacts from adjacent new construction. Due to the nature of these significant impacts, these impacts cannot be mitigated to a less than significant level, thereby resulting in a substantial adverse change in the significance of those historical resources.

While it may not be possible to mitigate all significant impacts to historical resources to a less than significant level, CEQA requires that all feasible mitigation be undertaken to reduce significant impacts to the extent possible. For this reason, recommended mitigation measures to help reduce significant impacts to each of the historical resources are described below.

8.1 Significant Direct Impacts from Demolition

One (1) historical resource may be demolished as a result of the Project. For the purpose of this report, it is presumed that the Project will acquire the property at 150 S. Market Street and demolish the former People's Federal Building & Loan Association building, thereby resulting in a substantial adverse change in the significance of the historical resource. Demolition of a historical resource is a significant impact that cannot be mitigated to a less than significant level. However, it is recommended that the follow mitigation measure be implemented to reduce the significant impact to the extent possible.

- The former People's Federal Building & Loan Association building shall be documented to HABS Level III prior to demolition. HABS Level III documentation includes a sketch plan, photographs with large-format negatives or exterior and interior views, and the completion of an architectural data form. Copies of the completed HABS documentation shall be archived with the South Central Coast Information Center at California State University, Fullerton, as well as with the Los Angeles Conservancy and the Inglewood Public Library. An additional archival copy of the documentation shall be offered to the Inglewood Historic Preservation Alliance.

8.2 Significant Indirect Impacts from Adjacent New Construction

One (1) historical resource, the former Fox Theater building at 115 N. Market Street, will be indirectly impacted by the Project. Due to the required location and scale of the new construction, and its proximity to the former Fox Theater building, the Project will result in a significant indirect impact that cannot be mitigated to a less than significant level. However, implementation of the following mitigation measures will reduce significant impacts to the fullest extent possible.

- Wherever support columns will come into close proximity to the Fox Theater building, these columns shall be situated as far away as possible from the

building's publicly visible façades; and to the extent possible, the location of the columns shall be shifted to either side of the building rather than directly in front of it, to minimize visual impacts.

- Wherever APM station vertical circulation elements—such as escalators, elevators, and stairs—will come into close proximity to the former Fox Theater building, these elements shall be situated as far away as possible from the building's publicly visible façades; and to the extent possible, the location of these elements shall be shifted to either side of the building rather than directly in front of it, to minimize visual impacts.

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APPENDIX A: FIELD PHOTOGRAPHS



260 N. Locust Street, Holy Faith Episcopal Church *(Northeast view).*



260 N. Locust Street, Holy Faith Episcopal Church *(Southeast view).*



260 N. Locust Street, Holy Faith Episcopal Church and School *(Southwest view).*



260 N. Locust Street, Holy Faith Episcopal Church and Rectory *(East view).*



320-330 E. Manchester Boulevard, Bank of America *(Southwest view).*



320-330 E. Manchester Boulevard, Bank of America *(South view).*



320-330 E. Manchester Boulevard, Bank of America *(Southeast view).*



3900 W. Manchester Boulevard, The Forum *(East view).*



3900 W. Manchester Boulevard, The Forum *(East view, detail).*



3900 W. Manchester Boulevard, The Forum and Los Angeles Stadium *(Southeast view).*



3900 W. Manchester Boulevard, The Forum *(East view).*



100 N. Market Street/307 E. Queen Street, former Bank of Inglewood *(Northeast view).*



100 N. Market Street/307 E. Queen Street, former Bank of Inglewood *(East view, detail).*



115 N. Market Street, former Fox Theater *(Northwest view).*



115 N. Market Street, former Fox Theater *(West view).*



115 N. Market Street, former Fox Theater *(Southwest view, detail).*



115 N. Market Street, former Fox Theater *(Southwest view).*



158-170 N. Market Street, former United Bank of California *(East view).*



158-170 N. Market Street, former United Bank of California *(Southeast view).*



129-139 S. Market Street, former J.C. Penney (*Southwest view).*



129-139 S. Market Street, former J.C. Penney *(Northwest view).*



149-155 S. Market Street/231-239 E. Manchester Boulevard, Professional Building *(Northwest view).*



149-155 S. Market Street/231-239 E. Manchester Boulevard, Professional Building *(Northeast view).*



149-155 S. Market Street/231-239 E. Manchester Boulevard, Professional Building *(Southwest view, detail).*



150 S. Market Street, former People's Federal Building & Loan Association *(Northeast view).*



150 S. Market Street, former People's Federal Building & Loan Association *(North view).*



150 S. Market Street, former People's Federal Building & Loan Association *(Northeast view, detail).*



619-635 S. Prairie Avenue, Lighthouse McCormick Mortuary *(Northwest view).*



619-635 S. Prairie Avenue, Lighthouse McCormick Mortuary *(West view).*



619-635 S. Prairie Avenue, Lighthouse McCormick Mortuary *(Northwest view).*



720 E. Florence Avenue, Inglewood Park Cemetery, main entrance *(Southwest view).*



720 E. Florence Avenue, Inglewood Park Cemetery, Grace Chapel *(Southeast view).*



720 E. Florence Avenue, Inglewood Park Cemetery, Inglewood Mausoleum *(Northeast view).*



720 E. Florence Avenue, Inglewood Park Cemetery, Mausoleum of the Golden West *(North view).*



720 E. Florence Avenue, Inglewood Park Cemetery *(West view).*



Market Street, looking south toward Queen Street.



Market Street, looking north from Queen Street.



Market Street, looking north from Manchester Boulevard.



Manchester Boulevard, looking east toward Market Street.



Manchester Boulevard, looking west toward Market Street.



Manchester Boulevard, looking west from Locust Street.



Prairie Avenue, looking north from Kelso Street.



The Forum and Los Angeles Stadium from Inglewood Park Cemetery (Southwest view).

APPENDIX B: LIST OF PARCELS IN THE PROJECT AREA AND EXPANDED STUDY AREA

The following is a complete listing of all parcels examined as part of the Project Area and Expanded Study Area for the proposed Project. This includes all parcels fronting the alignment right-of-way on both sides, and all parcels where new construction is proposed—including the Market Street Station site; the site where the pedestrian bridge will land; the Maintenance & Storage Facility (MSF) site; and the two Traction Power Substation sites. Where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction are also included.

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
617 E Buckthorn St	4021044009	1925	Single-family residence	X			
300 E Florence Ave	4015027031	1967	Fiesta Martin Bar & Grill, shopping center parking lot	X			
310 E Florence Ave	4015027030	1973		X			
317 E Florence Ave	4015019902	0	Vacant lot				X
319 E Florence Ave	4015019904	0	Vacant lot				X
325 E Florence Ave	4015019905	0	Vacant lot				X
327 E Florence Ave	4015019906	0	Vacant lot				X
330 E Florence Ave	4015027029	1978		X			
333 E Florence Ave	4015019907	0	Vacant lot				X
335 E Florence Ave	4015019908	0	Vacant lot				X
409 Grace Ave	4015021044	1986	Strip mall, parking lot	X			
336 E Hillcrest Bl	4021023001	1962	5-story office building		X		
401 E Hillcrest Bl	4021012014	1953	New Wave Property, 1-story commercial office building, parking lot		X		
401 E Hillcrest Bl/256 S Locust St	4021012007	1946	Emerald Chateau, J.J.'s Bistro, 1-story commercial office building		X		
421-427 E Hillcrest Bl	4021012011	1949	Kali Squeeze, 1-story commercial storefront building		X		
431 E Hillcrest Bl	4021012010	1959	McCormick Ambulance, 1-story commercial office, parking lot		X		
110 S La Brea Ave	4021009037	1987	5-story office building (on La Brea), rear parking lot (on Market)	X			
130 N Locust Ave	4021006027	1970	Forum Dental Group, 1-story office building	X			
151 N Locust Ave	4021007026	1977	Regent Towers, 7-story apartment complex	X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
200-202 N Locust Ave/405-413 E Regent St	4015026038	1950		X			
204 N Locust Ave	4015026037	1933	Single-family residence	X			
208 N Locust Ave	4015026029	1941	Single-family residence	X			
212 N Locust Ave	4015026028	1931	Single-family residence	X			
218 N Locust Ave	4015026027	1947	Single-family residence	X			
220 N Locust Ave	4015026026	1941	Single-family residence	X			
222-224 N Locust Ave	4015026025	1949	Multi-family residence	X			
228 N Locust Ave	4015026024	1942	Single-family residence	X			
232 N Locust Ave	4015026023	1949		X			
236 N Locust Ave	4015026022	1945		X			
240 N Locust Ave	4015026021	1925		X			
244 N Locust Ave	4015026040, 4015026041, 4015026042, 4015026043, 4015026044, 4015026046, 4015026047, 4015026048, 4015026049	1960		X			
248 N Locust Ave	4015026019	1951	1-story office building	X			
260 N Locust Ave	4015026039	1914	Holy Faith Episcopal Church (church, rectory and school)	X			
302 E Manchester Bl/200-204 S Market St	4021013019	1941	Cox Menswear, 2-story commercial building	X			
320-330 E Manchester Bl	4021013018	1948	Bank of America	X			
335-337 E Manchester Bl	4021010023	1947	2-story professional office building	X			
343-345 E Manchester Bl	4021010022	1942	2-story professional office building	X			
355 E Manchester Bl	4021010021	1966	2-story professional office building	X			
400-412 E Manchester Bl	4021012002	1962	1-story commercial storefronts	X			
401 E Manchester Bl	4021006030	1999	McDonald's, Flip It, 3 1-story commercial buildings, parking lot	X			
420-424 E Manchester Bl	4021012001	1949	1-story commercial storefronts	X			
428-440 E Manchester Bl	4021012008	1953	1-story commercial storefronts	X			
450 E Manchester Bl	4021012015	1969	Bruno's, walk-up food stand	X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
500 E Manchester Bl	4021024015	1994	Vons supermarket, Vons gas station, parking lot	X	X	X	
511-515 E Manchester Bl	4021025001	1938	H&R Block, Hillcrest Medical Clinic, 2-story mixed-use storefront/office building; 1-story commercial building	X			
521-525 E Manchester Bl	4021025026	1951	1-story storefront building	X			
529 E Manchester Bl	4021025017	1951	Mattress 4 Less, 1-story storefront building	X			
600-604 E Manchester Bl	4021028237	2001	Auto service garage (multiple bays)	X			
601-609 E Manchester Bl	4021027035	1962	1-story professional building	X			
614-620 E Manchester Bl	4021028024	1964	RTJ Professional Building, 2-story professional building	X			
652-656 E Manchester Bl	4021028025	1952	2-story storefront/office building	X			
656-660 E Manchester Bl	4021028026	1956	1-story storefront building, parking lot	X			
700 E Manchester Bl	4021036041	1960	Regal Cleaners, Martino's Liquor, 1-story commercial retail stores, parking lot	X			
708 E Manchester Bl	4021036039	1965	2-story commercial office building	X			
709 E Manchester Bl	4021027014	1906	1-story single-family residence	X			
712 E Manchester Bl	4021036040	1950	A Bright Beginning, Inc., preschool	X			
713 E Manchester Bl	4021027013	1926	1-story single-family residence	X			
714-718 E Manchester Bl	4021036004	1968	Urban scholar academy, 1-story commercial building	X			
718-732 E Manchester Bl	4021036005	1957	2-story commercial office building	X			
801 E Manchester Bl	4021027038	1988	M&M Soul Food, parking lot	X			
802 E Manchester Bl	4021036062	1970	Clean King laundromat	X			
808 E Manchester Bl	4021036025	1953	1-story commercial office building	X			
811 E Manchester Bl	4021027028	1977	Midas auto service building	X			
814 E Manchester Bl	4021036026	0	Parking lot	X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
815 E Manchester Bl	4021027027	0	Parking lot	X			
816 E Manchester Bl	4021036027	0	Parking lot	X			
831 E Manchester Bl	4021027036	1971	Sizzler, parking lot	X			
3900 W Manchester Bl	4025001002	1967	The Forum	X			
501 Manchester Ter	4021005013	1962	Airport Gas	X			
622 Manchester Dr	4021027003	1928	1-story single-family residence	X			
100 N Market St/307 E Queen St	4021007024	1927	Vajra Books & Gifts, 2-story mixed-use commercial (former Bank of Inglewood)	X			
101-107 N Market St/ 229-243 Queen St	4021008912	1929	2-story mixed-use commercial	X			
110-114 N Market St	4021007020	1938	Storefronts	X			
115 N Market St	4021008006	1949	Former Fox Theater	X			
118-122 N Market St	4021007019	1930	I Sports Two, storefronts	X			
121-125 N Market St	4021008913	1924	2-story commercial building	X			
122 N Market St	4021007018	1924	Creative House, 1-story commercial storefront building	X			
124-126 N Market St	4021007017	1920	2-story commercial storefront building	X			
128 N Market St	4021007016	1924	Heart & Soul Grill, 2-story mixed-use commercial	X			
129 N Market St	4021008004	1927	Middlebar on Market	X			
132-134 N Market St	4021007015	1926	Los Angeles Bridge Unit, 1-story storefront building	X			
133-137 N Market St	4021008003	1910	1-story commercial building, three storefronts	X			
136-144 N Market St	4021007904	0	Vacant lot	X			
139 N Market St	4021008914	0	Vacant lot	X			
150-152 N Market St	4021007906	0	Vacant lot	X			
157-167 N Market St	4021008001	1907	1-story commercial storefront building	X			
158-170 N Market St	4021007012	1967	Broadway Federal Bank (former Union Bank of California)	X			
200 N Market St	4015027051	1976	Drive-thru bank tellers	X			
205 N Market St	4015028900	0	Parking lot	X			
210 N Market St	4015027050	1976		X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
213 N Market St	4015028907	0	Vacant lot	X			
219 N Market St	4015028906	0	Vacant lot	X			
221 N Market St	4015028905	0	Vacant lot	X			
222 N Market St	4015027049	1976		X			
223 N Market St	4015028901	0	Vacant lot	X			
224 N Market St	4015027041	1969		X			
226 N Market St	4015027022	0	Shopping center parking lot	X			
230 N Market St	4015027040	1965		X			
234 N Market St	4015027020	0	Shopping center parking lot	X			
236 N Market St	4015027035	0	Shopping center parking lot	X			
237 N Market St	4015028903	0	Vacant lot	X			
240 N Market St	4015027038	1965		X			
250 N Market St	4015027033	1965		X			
254 N Market St	4015027032	1965		X			
116-126 S Market St	4021010011	1927	Magee Building, 2-story mixed-use commercial building	X			
125 S Market St	4021009027	1938	Basket Beauty Supply, 1-story commercial storefront	X			
128-130 S Market St	4021010012	1923	Handwritten LA, 2-story mixed-use commercial building	X			
132 S Market St	4021010013	1925	Smoove Fashion World, 2-story mixed-use commercial building	X			
129-139 S Market St	4021009031	1941, addition and remodel 1954	2-story commercial retail building (former J.C. Penney)	X			
149-155 S Market St/231-239 E Manchester Bl	4021009017	1928	2-story commercial mixed-use building	X			
150 S Market St	4021010015	1927, remodel c. 1965	World Hat & Boot Mart, 2-story mixed-use commercial building (former People's Federal Building & Loan Association)	X			
201-207 S Market St	4021014001	1935	Fashion Express, commercial storefront	X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
333 E Nutwood St	4021013008	1940	Anphon Medical Center, 1-story commercial professional building		X		
338 E Nutwood St, 320 E Nutwood St, 325 E Hillcrest Bl	4021016015	1936	2-story single-family residence converted to commercial office, 1-story commercial office addition, 1- and 2-story commercial building at rear		X		
401 S Prairie Ave	4021036049	1984	2-story office building	X			
503 S Prairie Ave	4021037001	1949	2-story commercial building	X			
517 S Prairie Ave	4021037903	c. 1950	William H. Kelso Elementary School, elementary school campus (expansion area)	X			
600 S Prairie Ave	4025011064	0	Construction site	X			
600 S Prairie Ave	4025011065	0	Construction site	X			
601 S Prairie Ave	4021038025	1966	Bourbon Street Fish, converted service station	X			
613 S Prairie Ave	4021038005	1955		X			
619-635 S Prairie Ave	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	X			
701 S Prairie Ave	4021044001	0	Vacant lot	X			
703 S Prairie Ave	4021044004	c. 1925	2 1½-story single-family residences	X			
711 S Prairie Ave	4021044005	1947	Single-family residence	X			
713 S Prairie Ave	4021044006	1982	Single-family residence	X			
715 S Prairie Ave	4021044007	1959	Single-family residence	X			
723 S Prairie Ave	4021044008	1922	Single-family residence	X			
801 S Prairie Ave	4024007001	1967	Forum Liquor	X			
803 S Prairie Ave	4024007004	0	Parking lot	X			
805 S Prairie Ave	4024007005	1947	1- and 2-story apartment building	X			
813 S Prairie Ave	4024007006	1945	JP Termite, 1-story commercial storefront	X			
819 S Prairie Ave	4024007007	1953	Iglesia Cristiana Hispana, 1-story commercial/industrial building	X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
823-825 S Prairie Ave	4024007008	1948	Hollywood Park Motel	X			
901 S Prairie Ave	4024008024	1985	Strip mall	X			
919 S Prairie Ave	4024008020	1959	Inglewood Gardens, 2-story apartment building	X			
923 S Prairie Ave	4024008015	1949	Inglewood Electric Supply, 2-story commercial building, 1-story commercial building, rear garage, parking lot	X			
937 S Prairie Ave	4024009004	0	Vacant lot	X			
945 S Prairie Ave	4024009005	1969	Pride Plaza, 2-story commercial retail/office building	X			
1003 S Prairie Ave	4024009007	1957	1-story commercial office	X			
1007 S Prairie Ave	4024009008	0	Vacant lot	X			
1011 S Prairie Ave	4024009015	1954	1-story commercial office	X			
1035 S Prairie Ave	4024009033	1971	Strip mall, Casa Rios restaurant, parking lot	X			
300 E Queen St, 306-308 E Queen St, 100-112 S Market St	4021010010	1990	2-story mixed-use commercial building	X			
312 E Regent St	4021007011	0	Vacant lot	X			
331 E Spruce Ave	4021023011	1915	Tender Care, Inc., two single-family residences converted to a school		X		
336 E Spruce Ave	4021029009	1922	Wilder's Preparatory Academy, 1-story single-family residence converted to a school		X		
430-434 E Spruce Ave	4021028125-4021028172	1989	Part of a condominium complex		X		
436-438 E Spruce Ave, 433-435 E Tamarack Ave	4021028173-4021028236	1989	Part of a condominium complex		X		
(none)	4012031930	1905	Inglewood Park Cemetery	X			
(none)	4015018900	0	Metro right-of-way				X
(none)	4015027042	0	Shopping center parking lot	X			
(none)	4015027052	0	Shopping center parking lot	X			
(none)	4021010901	0	Parking lot	X			
(none)	4021025025	0	Parking lot	X			
(none)	4021027012	0	Vacant lot	X			

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF (site or adjacent)	TPSS	PED BRIDGE
(none)	4021027015	0	Vacant lot	X			
(none)	4024007043	2003	Laundromat	X			
(none)	4025011043	0	Construction site	X			
(none)	4025011050	0	Construction site	X			
(none)	4025011901	0	Construction site	X		X	

4.4.3

Historic Resources Technical Report



HISTORICAL RESOURCES TECHNICAL REPORT

Inglewood Transit Connector

December 2019

HISTORIC RESOURCES GROUP

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COVER PHOTO: Market Street, looking south from Regent Street, 1960. *(Inglewood Public Library, Online Archive of California)*

HISTORICAL RESOURCES TECHNICAL REPORT

Inglewood Transit Connector

HISTORIC RESOURCES GROUP

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Appendix A: Field Photographs

Appendix B: List of Parcels in the Project Area and Expanded Study Area

1.0 SUMMARY OF FINDINGS

Historic Resources Group has completed this historical resources technical report to inform environmental review of the proposed Inglewood Transit Connector Project (the Project) under the California Environmental Quality Act (CEQA). The purpose of this report is to determine if historical resources as defined by CEQA are present within the Inglewood Transit Connector project area or immediate vicinity, and to identify potential impacts of the Project to those historical resources and how those impacts might be mitigated.

This report identifies a total of eleven (11) historical resources, including ten (10) resources in the Project Area or Expanded Study Area for the Locally Preferred Alternative, and one (1) additional historical resource under the Market Street Station Alternative. Of these, two (2) are listed in the National Register, and are therefore automatically listed in the California Register; four (4) were previously identified as historic through historic resources surveys, environmental review, or other efforts, and have been re-evaluated as appearing eligible for listing in the National Register and/or California Register; and five (5) were identified through this process and evaluated as appearing eligible for listing in the National Register and/or California Register. All of these properties are considered herein as historical resources for the purposes of CEQA. Therefore, potential impacts of the Project to these properties are analyzed.

As detailed in this report, the Project will result in both direct and indirect impacts to historical resources under CEQA. Of the eleven (11) historical resources identified in the Project Area and/or Expanded Study Area for the Locally Preferred Alternative and/or the Market Street Station Alternative, the Project will have a significant impact on seven (7) resources. These include direct impacts resulting from demolition and new construction, and indirect impacts from adjacent new construction. Due to the nature of these significant impacts, none can be mitigated to a less than significant level, thereby resulting in a substantial adverse change in the significance of those historical resources. Based upon this analysis, this report finds that the Project will have a significant effect on the environment as defined by CEQA.

2.0 PROPOSED PROJECT[1]

Locally Preferred Alternative

Under the Locally Preferred Alternative, the Inglewood Transit Connector (ITC) Project (proposed Project) would develop an automated people mover (APM) system to connect Downtown Inglewood near the Metro Crenshaw/LAX Line to the city's major activity centers including the Forum, the Los Angeles Stadium and Entertainment District (LASED) at Hollywood Park, and the proposed Inglewood Basketball and Entertainment Center (IBEC).

The proposed APM system would be a fully automated, grade-separated train system consisting of an elevated dual-lane guideway, largely contained within the public rights-of-way, running for approximately 1.8 miles for the length of the alignment. The APM guideway would begin on Market Street near the Downtown Inglewood Metro station and proceed south on Market Street, then east on Manchester Boulevard, and turning south on Prairie Avenue until its intersection with Century Boulevard. *[See Figure 1. Project Location Map.]*

The APM guideway would be between 37 and 43 feet above grade, varying in width at track switches and stations. Both lanes of the APM guideway would be situated on one side of the right-of-way in between stations and generally be supported by single columns, then gradually transition to opposite sides of the right-of-way on approach to station platforms where they would be supported by dual columns on both sides of the street. The APM guideway would be approximately 80 feet wide when oriented on opposite sides of the roadway right-of-way and approximately 30 feet wide when situated on one side of the roadway.

The APM system would include up to five stations with proposed locations along Market Street, along Manchester Boulevard, at the Forum, at Hollywood Park, and near Century Boulevard. Stations would generally be sized approximately 300 to 400 feet long and 50 to 100 feet wide, and would include ground, mezzanine, and guideway platform levels. In general, mezzanine levels would be approximately 25 feet high, the guideway platforms would be approximately 50 feet high, and the top of station enclosures would be approximately 75 feet high.

In addition, the proposed Project would include other support facilities including a Maintenance & Storage Facility (MSF) to accommodate storage, maintenance, and cleaning of the APM train cars; an Intermodal Transportation Facility (ITF); and Traction Power Substations (TPSS). For the most part, these support facilities would be located along the alignment and on properties adjacent to the APM system. *[See Figure 2. Project Area Map (Locally Preferred Alternative).]*

[1] Description of the Project as provided by the Applicant.

Market Street Station Alternative

The Market Street Station Alternative would provide for an alternative location for the Market Street APM station and for additional mixed-use development adjacent to the station. This Alternative proposes to locate the Market Street APM station further northeast in closer proximity to the Downtown Inglewood Metro station and on adjacent property at the southeastern corner of Florence Avenue and Market Street. This property is bounded by Florence Avenue, Locust Street, Regent Street, and Market Street and is currently developed as a commercial shopping center. The Market Street Station Alternative would include a pedestrian connection across Florence Avenue connecting to the existing Metro station. Additionally, this Alternative would enable the joint development of approximately 600,000 to 700,000 square feet of mixed use (commercial, hotel, and residential uses) adjacent to the station. *[See Figure 3. Project Area Map (Market Street Station Alternative).]*

Figure 1. PROJECT LOCATION MAP

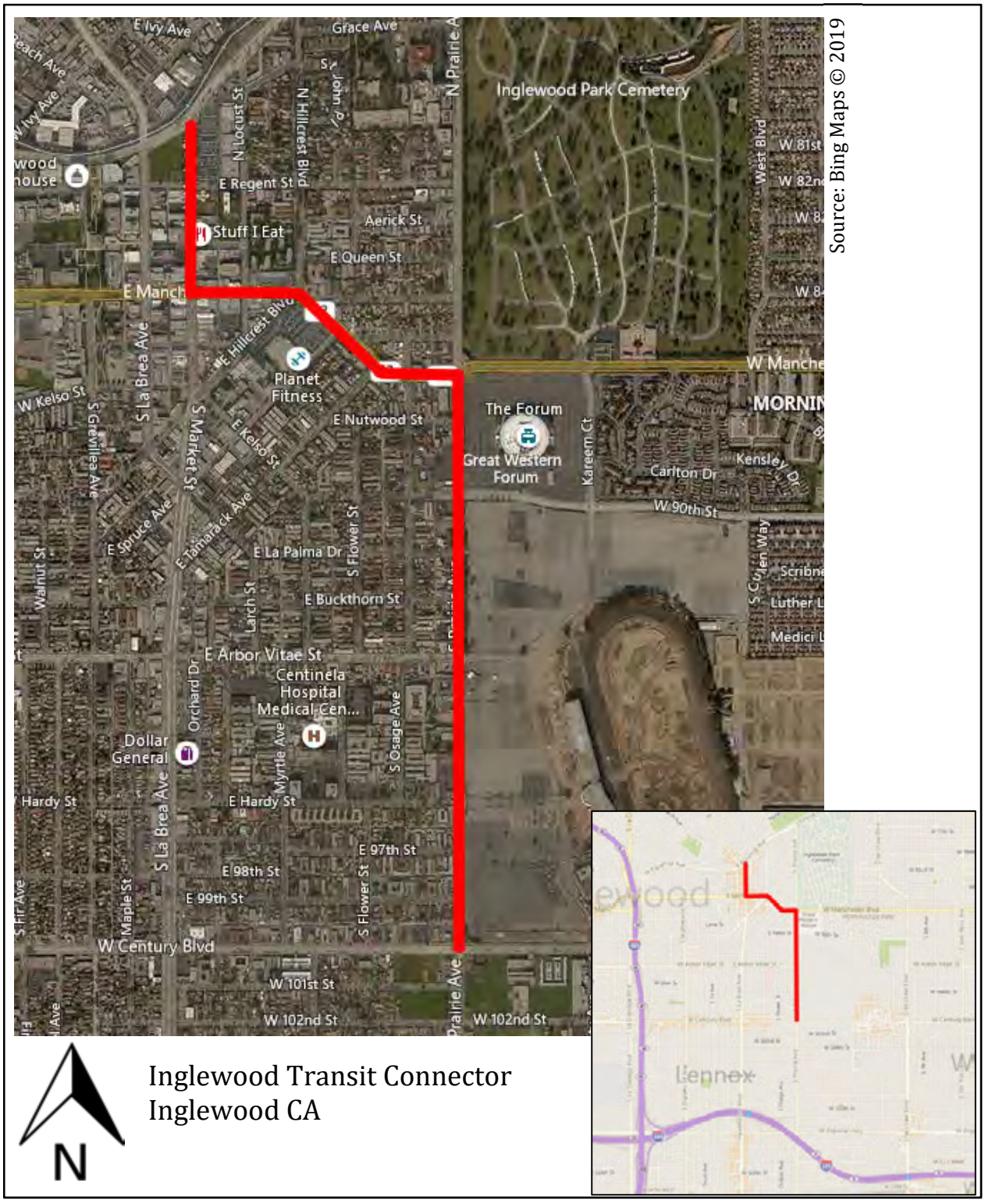


Figure 2. PROJECT AREA MAP (LOCALLY PREFERRED ALTERNATIVE)

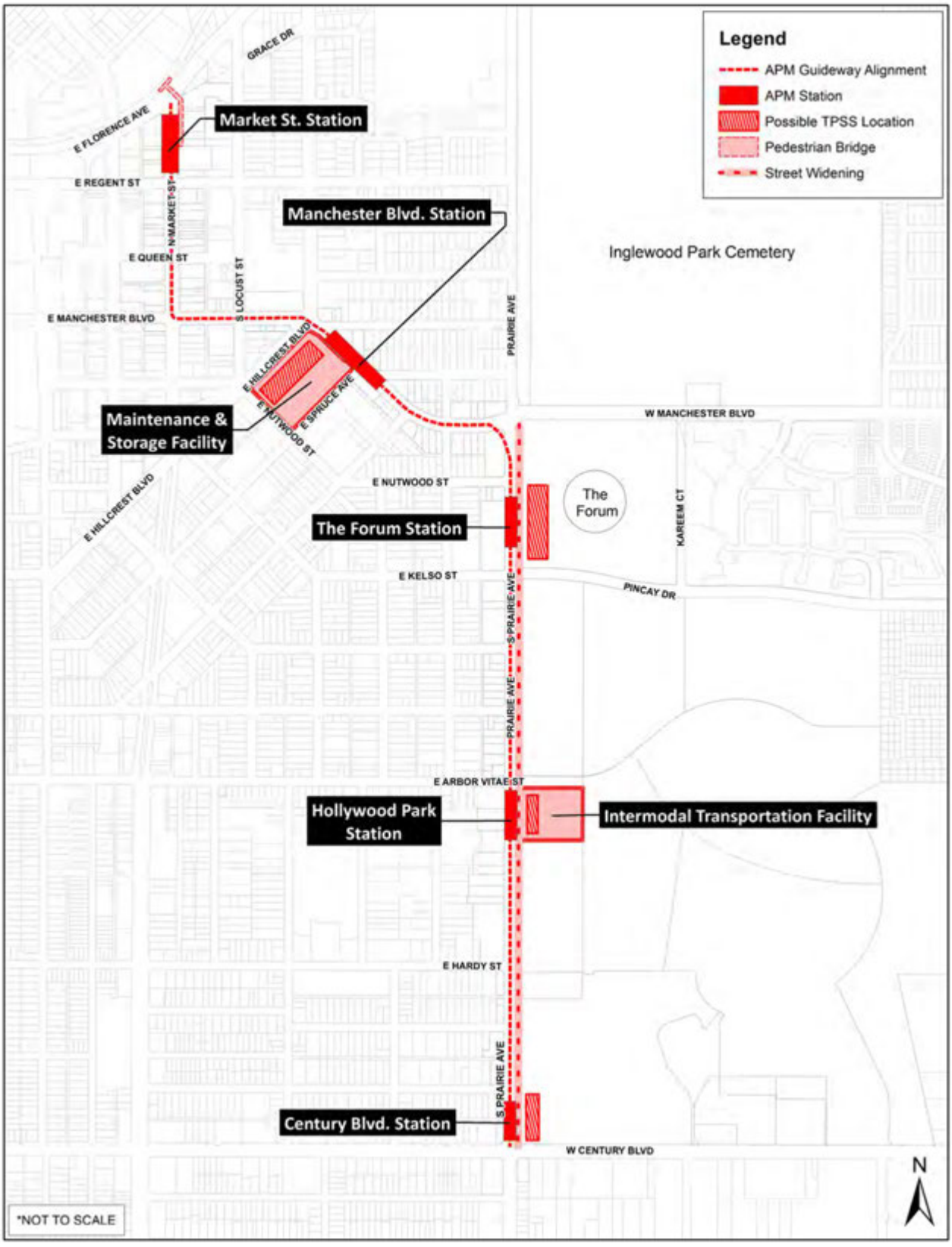
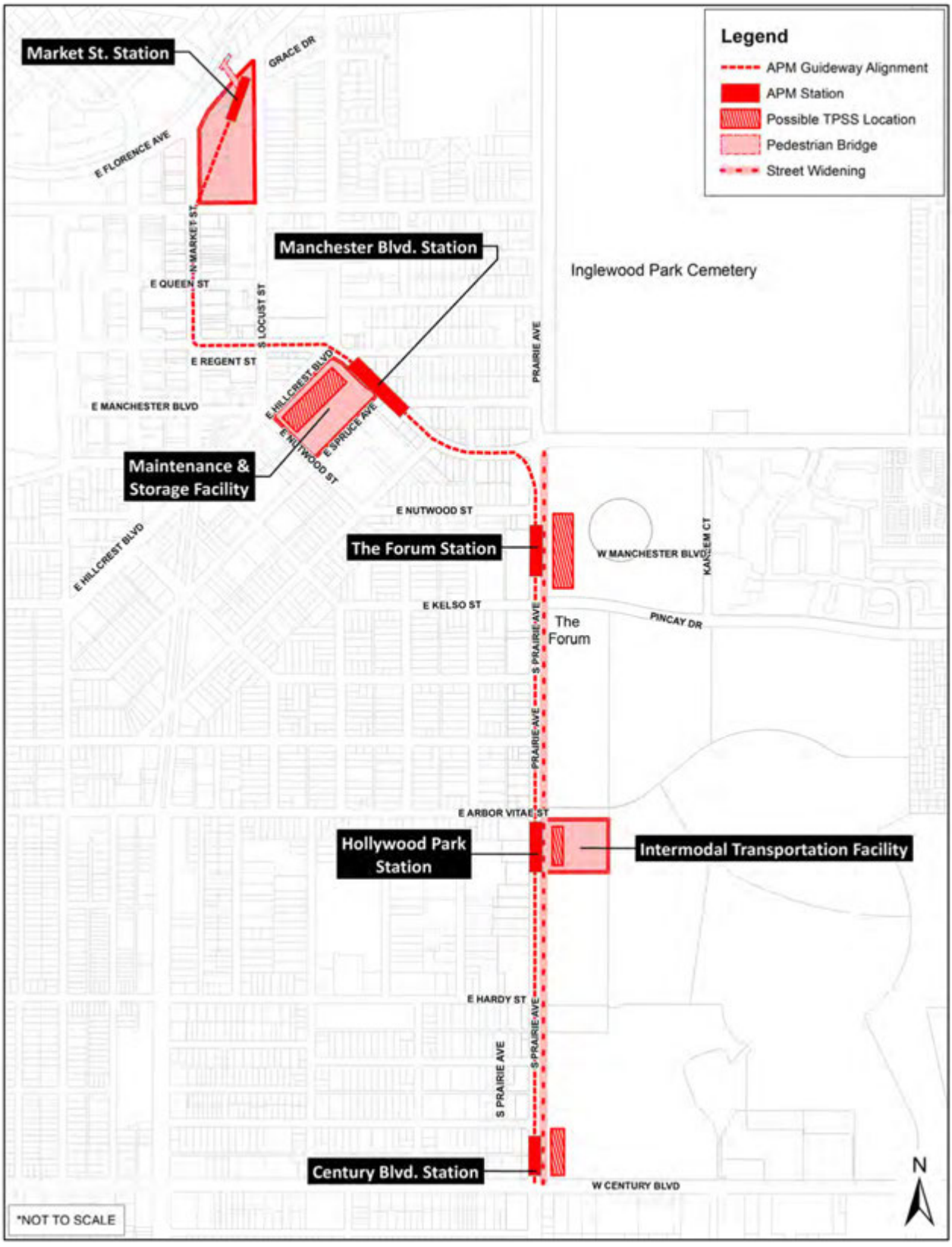


Figure 3. PROJECT AREA MAP (MARKET STREET STATION ALTERNATIVE)



3.0 METHODOLOGY

This report analyzes the Inglewood Transit Connector project's Locally Preferred Alternative, as well as the Market Street Station Alternative. For each of these project scenarios, this report examines the site of the proposed Project (Project Area) and immediately surrounding area (Expanded Study Area) to determine if historical resources are present.

The "Project Area" comprises all areas and parcels where new construction will occur. Under the Locally Preferred Alternative, this includes the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue where the elevated APM guideway and five APM stations will be constructed; parcels east of Market Street between Florence and Regent where vertical circulation elements (escalators, elevators, stairs) for the Market Street Station will land; a parcel north of Florence Avenue where a pedestrian bridge from the Market Street Station will land; the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue where the Maintenance & Storage Facility and possibly a Traction Power Substation will be built, and where vertical circulation elements for the Manchester Boulevard Station will land; parcels east of Prairie Avenue between Manchester and Century where the roadway will be widened to the east; the parcel east of Prairie Avenue between Manchester and Pincay (the Forum property) where a Traction Power Substation may be built and vertical circulation elements for the Forum Station will land; the parcel east of Prairie Avenue and south of Arbor Vitae Street where the Intermodal Transportation Facility and possibly a Traction Power Substation will be built, and where vertical circulation elements for the Hollywood Park Station will land; and the parcel at the northeast corner of Prairie Avenue and Century Boulevard where a Traction Power Substation may be built and vertical circulation elements for the Century Boulevard Station will land.

Under the Market Street Station Alternative, the Project Area also includes the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street where the elevated APM guideway and Market Street Station would be constructed; and parcels north of Florence Avenue where a pedestrian bridge from the Market Street Station will land.

The "Expanded Study Area" has been defined to encompass what is expected to be the maximum extent within which project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides.[2] In addition, where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction have been included in the

[2] The parcel at the northeast corner of Manchester Boulevard and Prairie Avenue is included in the Expanded Study Area because it fronts the alignment right-of-way. While this parcel extends several blocks north of the Project Area to Florence Avenue, project impacts would only be expected in the southernmost portion of the parcel.

Expanded Study Area. This includes parcels adjacent to or across from the Maintenance & Storage Facility site; the Intermodal Transportation Facility site; the sites where the pedestrian bridges will land; and the four possible Traction Power Substation sites. Under the Market Street Station Alternative, this also includes parcels adjacent to or across from the block where the elevated APM guideway and Market Street Station would be constructed. *[See Figure 4. Expanded Study Area Map (Locally Preferred Alternative) and Figure 5. Expanded Study Area Map (Market Street Station Alternative).]*

Where historical resources exist within the Project Area or Expanded Study Area, this report analyzes project impacts for any adverse change in the significance of these resources. In doing so, this report provides a comprehensive review of historical resources that could be impacted, directly or indirectly, by the proposed Project. To this end, this report contains:

- A review of the existing buildings, structures, objects and landscape areas located within the Project Area and Expanded Study Area.
- A review of previous evaluations within the Project Area and Expanded Study Area through historic survey, environmental review, or other official actions.
- Identification and evaluation of historical resources within the Project Area and Expanded Study Area.
- Analysis of potential impacts to historical resources within the Project Area and Expanded Study Area.

For the purpose of this report, properties within the Project Area or Expanded Study Area have been evaluated for their eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

This report was prepared using primary and secondary sources related to the history and development of the City of Inglewood generally, with an emphasis on the early-20th century central business district that comprises much of the Project Area and Expanded Study Area. Documents that were consulted include:

- Previous historical resources surveys and assessments
- Previous environmental reviews
- City of Inglewood historical building permits[3]
- Los Angeles County Tax Assessor records
- Sanborn Fire Insurance maps
- Historical photographs and aerial images

[3] Analysis in this report is based upon available building permits as provided by the City of Inglewood.

- Historical newspapers and other periodicals
- Local histories and historic context statements
- California State Historic Resources Inventory, Los Angeles County

Research, field inspection, and analysis were performed by Paul Travis, AICP, Managing Principal; and Kari Fowler, Senior Preservation Planner, both of whom are qualified professionals who meet or exceed the *Secretary of the Interior's Professional Qualification Standards*. Additional assistance was provided by Robby Aranguren, Planning Associate/GIS Specialist.

[For a complete listing of all parcels examined as part of the Project Area and Expanded Study Area for the Inglewood Transit Connector Locally Preferred Alternative and Market Street Station Alternative, see Appendix B.]

Figure 4. EXPANDED STUDY AREA MAP (LOCALLY PREFERRED ALTERNATIVE)

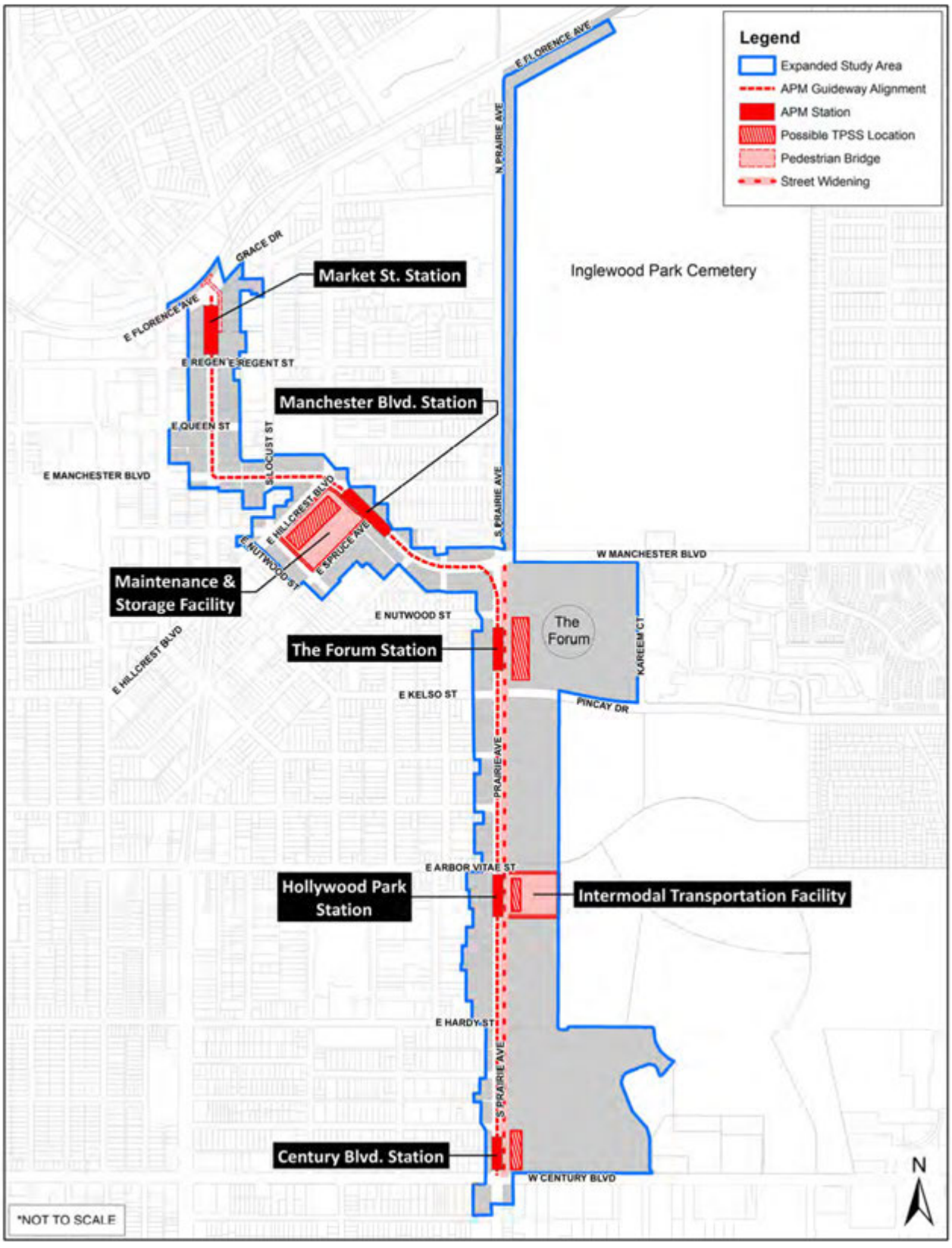
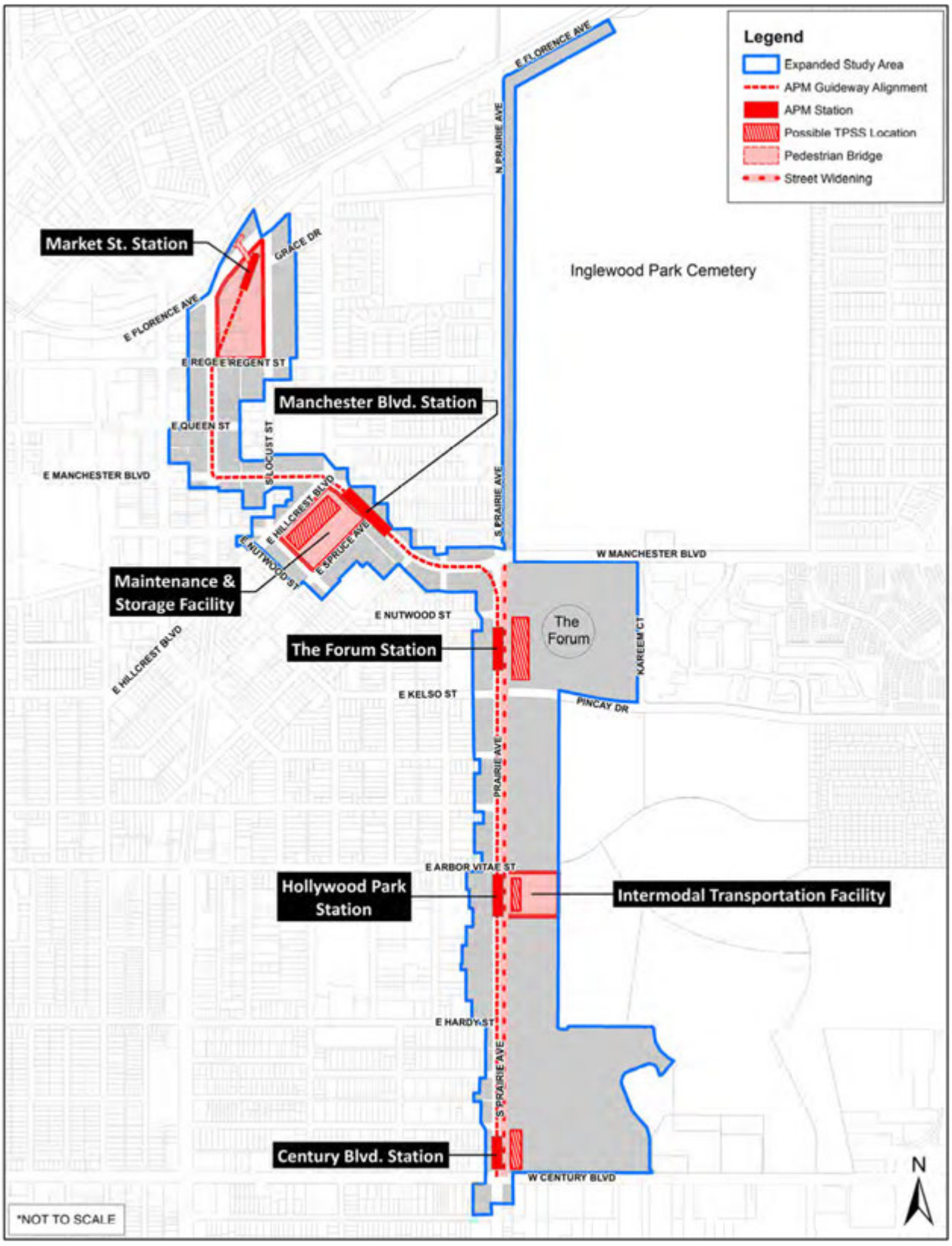


Figure 5. EXPANDED STUDY AREA MAP (MARKET STREET STATION ALTERNATIVE)



4.1 Historical Resources under CEQA

The California Environmental Quality Act (CEQA) requires that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change in the significance of a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A "substantial adverse change" means "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

CEQA defines a historical resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historical resources:

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.[4]

To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is:

- Listed in the California Register of Historical Resources;

[4] *League for the Protection of Oakland's Architectural and Historic Resources vs. City of Oakland*, 52 Cal. App. 4th 896, 906-7 (1997).

- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

- Identified as significant in a historical resource survey meeting the requirements of Public Resources Code 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an "historical resource" for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

4.2 Historic Designations

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.[5] The National Park Service administers the National Register

[5] 36CFR60, Section 60.2.

program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for Federal or Federally assisted projects; eligibility for Federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be listed in or eligible for listing in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historical resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.[6]

In addition to meeting any or all of the criteria listed above, properties nominated must also possess historic integrity. According to National Park Service guidance for applying National Register criteria, a property that is more than 50 years of age can be considered for listing in the National Register. Fifty years is a general estimate of time needed to develop historical perspective and therefore to evaluate historic significance.[7]

[6] 36CFR60, Section 60.3.

[7] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1995), 41.

California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change to their significance.[8]

The criteria for listing in the California Register are based upon National Register criteria. A property may be listed in the California Register if it:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Is associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[9]

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.[10]

Other resources which may be nominated for listing in the California Register include:

- Individual historical resources.
- Historical resources contributing to the significance of a historic district.

[8] California PRC, Section 5023.1(a).
[9] California PRC, Section 5024.1(c).
[10] California PRC, Section 5023.1(d).

- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.
- Local landmarks or historic properties designated under any municipal or county ordinance.[11]

Guidance for applying the California Register criteria does not provide a specific age threshold for eligibility. However, it does state that "sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource."[12]

Local Designation

The City of Inglewood does not have a historic preservation ordinance and does not maintain a local designation program.

4.3 Historic Significance

The definition of *historic significance* used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the definition used by the National Park Service for the National Register. Historic significance is defined as *the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation.*[13] It is achieved in several ways:

- *Association with important events, activities or patterns*
- *Association with important persons*
- *Distinctive physical characteristics of design, construction, or form*
- *Potential to yield important information*

A property may be significant individually or as part of a grouping of properties.

[11] California PRC, Section 5023.1(e).
[12] California Office of Historic Preservation, *Technical Assistance Series #6, California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*, (Sacramento, CA: California Department of Parks and Recreation), 3.
[13] *National Register Bulletin 16A. How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, U.S. Department of the Interior, 1997), 3.

4.4 Historic Integrity

Historic integrity is the ability of a property to convey its significance. It is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[14] The National Park Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling,* and *association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[15]

4.5 Period of Significance

The National Park Service defines the *period of significance* as "the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for… listing" in National, State or local registers. A period of significance can be "as brief as a single year… [or] span many years." It is based on "specific events directly related to the significance of the property," for example the date of construction, years of ownership, or length of operation as a particular entity.[16]

4.6 Historic Districts

Standard preservation practice evaluates collections of buildings from similar time periods and historic contexts as historic *districts*. The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings,

[14] *National Register Bulletin 16A*, 3.
[15] *National Register Bulletin 15*, 44-45.
[16] *National Register Bulletin 16A*, 42.

structures, or objects united historically or aesthetically by plan or physical development."[17] A historic district derives its significance as a single unified entity.

According to the National Park Service, "a district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole." Some examples of districts include business districts, college campuses, large estates, farms, industrial complexes, residential areas and rural villages.[18]

Properties that have been found to contribute to the historic significance of a district are referred to as district contributors. Properties located within the district boundaries that do not contribute to its significance are identified as non-contributors.

[17] *National Register Bulletin 15*, 5.
[18] Ibid.

5.1 Development History

The following narrative describes the evolution of the Project Area and vicinity over time, with an emphasis on the early development of Inglewood and its downtown business district. The purpose of this narrative is to provide guidance for evaluating the historic significance of properties within the Project Area and Expanded Study Area, and for determining their eligibility for listing or designation according to established criteria and integrity thresholds.

Pre-History

In the pre-historical period, the coastal plain between present-day Los Angeles and Long Beach was immensely fertile, enriched by the periodic flooding of the Los Angeles River over millennia. It was home to the Tongva people, also referred as the Gabrieleño, Fernandeño, or Nicoleño, the names given to the region's indigenous people by California's Spanish missionaries. The Tongva occupied the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline. The South Bay region was home to a number of small Tongva (Gabrieleño) villages, with notable settlements at Suangna near the present-day city of Carson, near Point Fermin in San Pedro, and near Malaga Cove in Palos Verdes.[19]

Spanish Colonial and Mexican Periods

In 1542, Spanish explorer Juan Rodriguez Cabrillo led the first European expedition to explore what is now the west coast of North America. Explorers with Cabrillo's expedition encountered native people on land and sea voyages, making what is thought to be the first known contact with Alta California's indigenous tribes, including the Tongva of the Suangna area.[20] While Cabrillo claimed California for the Spanish Crown at this time, Spanish settlement would not reach this territory for another two hundred years.

On July 14th, 1769, Don Gaspar de Portolá, governor and military leader of Baja California, led the first expedition to colonize Alta California. Accompanied by Franciscan friars Junípero Serra and Juan Crespí, Portolá took a group of 64 men northward from San Diego toward Monterey. On August 2nd, the expedition camped along the east bank of the Los Angeles River just south of where it is joined by the Arroyo Seco. Fr. Crespí named the spot "El Pueblo de Nuestra Señora la Reina de los Ángeles del Río Porciúncula (translating as "town of Our Lady the Queen of Angels of the River Porciúncula"). As the expedition crossed the river and continued to the south

[19] Sam Gnerre, "The Suangna Native American Village in Carson," *South Bay Daily Breeze*, January 17, 2015.
[20] Ibid.

and west approximately one mile, they encountered the Tongva village of *Yang-na*, believed to be near the current site of *El Pueblo de Los Angeles*.

On September 8th, 1771, Spanish colonists established Mission San Gabriel, the fourth of an eventual 21 Spanish missions in California, and the first in this area. Much of the area's native population would be recruited to work the San Gabriel Mission lands. Seven years later, in 1778, Governor Felipe de Neve received approval for the creation of a civil pueblo along the *Río la Porciúncula*. Persuaded by Crespi's earlier descriptions of a well-watered valley with good soils for growing crops and an ample native population to work the land, the Spanish colonial government ordered Governor Neve to establish a settlement at this location and name the new pueblo *La Reina de los Angeles* ("Queen of the Angels").

In 1821, Mexico won its independence from Spain and Alta California became a territory of the new Mexican Republic, marking an end to Spanish colonial rule in the region. The political and social control of the military and religious leadership began to shift toward the secular and private sector, and to native-born Californios.[21] The new Mexican government sought to diminish the influence of Spain in the region, as the Spanish missions largely remained loyal to the Roman Catholic Church in Spain. At the same time, there was a need for more grazing lands to increase commerce in the hide and tallow trade. Thus, beginning in 1834, the Mexican government began to secularize the missions, confiscating mission lands to be distributed in large land grants called *ranchos*. Pío Pico, the last governor of Alta California, subdivided the former mission lands into large tracts, granting them to various prominent *Californios*.

American Period

United States troops began occupying Alta California in 1846, at the advent of the Mexican-American War, and soon gained possession of Los Angeles itself. However, Alta California would not officially come under American rule until February 2nd, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded the California territory to the United States and ended the war. Importantly, the treaty also provided that the existing land grants would be honored.

The origin of today's City of Inglewood dates back to the mid-1800s and a dispute between two prominent Californio families: the Ávilas and the Machados. José Manuel Orchado Machado was a Spanish soldier and mule tender who was sent west of Los Angeles in 1781 to graze his livestock. He found the area around the Centinela Springs to be excellent grazing lands and settled there with a group of ranchers.[22] In 1834,

[21] The term *Californio* refers to Spanish-speaking natives of Alta California. The Californios were elite families that received large land grants from Spain and Mexico.

[22] The site of Centinela Springs is today's Edward Vincent Junior Park, just northeast of the Project Area.

Machado's son Ygnacio built the Centinela Adobe.[23] During this same period, Francisco Ávila and his family had established grazing lands near the Centinela. As the claims of the two families clashed, they took their dispute to the local council in 1837, which gave official title of the area around Centinela Springs to the Machado family as the 2,219-acre *Rancho Aguaje de la Centinela*. The Ávila family was granted the much larger *Rancho Sausal Redondo*. At 22,458 acres, this land encompassed much of what is now the South Bay region of Los Angeles County. In 1845, Bruno Ygnacio Ávila arranged a trade with the Machados: a small tract in the *Pueblo de Los Ángeles* for *Rancho Aguaje de la Centinela*. The grant for *Rancho Sausal Redondo* was officially patented to Antonio Ygnacio Ávila in 1855; *Rancho Aguaje de la Centinela* was officially granted to Bruno Ávila in 1872.

Ultimately the Ávila family would lose both of the ranchos. Bruno Ávila lost *Rancho Aguaje de la Centinela* through foreclosure in 1857; the property was subsequently acquired by Scotsman Sir Robert Burnett in 1860. In 1868, the heirs of Antonio Ávila were forced to sell *Rancho Sausal Redondo* to pay probate costs, and it was also acquired by Burnett. By 1872, Burnett combined the total area of some 25,000 acres into the Centinela Ranch, thus reuniting the extent of the original land grant. This ranch included what would ultimately become the coastal communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach; as well as the inland communities of Westchester, Inglewood, Hawthorne, and Lawndale.

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman and his wife, Catherine, with an agreement that they could eventually purchase the property outright.[24] The Freeman family moved to the ranch, which Burnett had been using to graze sheep and cattle. Daniel Freeman continued to graze the stock, while also planting more than 10,000 fruit and nut trees. Following a drought that led to the death of some 22,000 of his sheep, Freeman turned to dry farming, eventually producing a million barrels of barley annually. Ultimately Freeman would amass a fortune farming barley, olives, citrus fruits, and almonds. He named his ranch "Inglewood," after his birthplace in Ontario.

Following Catherine's death, Daniel Freeman began to pursue the commercial development of his expansive holdings. He first established the Centinela Land Company, which proved unsuccessful. Then in 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the extent into small

[23] The Centinela Adobe is located in the Los Angeles community of Westchester and is the oldest building in the area. Considered the "birthplace of Inglewood," it is operated as a house museum by the Historical Society of Centinela Valley.

[24] The Freeman family officially acquired this land from Burnett in 1885.

parcels for the settlement of the new town of Inglewood. As local historian Waddingham tells it:

> *Much fanfare went into selling the first lots. Excursion trains from Los Angeles brought prospective customers as well as several dignitaries. All came to the Land Office that stood near the little depot. We can imagine the excitement! By the end of the day 300 lots had been sold.*[25]

In 1888, Freeman began work on a large mansion for himself and his family, with bricks provided by his own newly-established Continuous Brick Kiln Company of Inglewood, and lumber from the recently-acquired local planning mill.[26] In 1889, he built the Land Company office next to the train depot, moving it to the grounds of his estate in 1895 where it served as his office until his death in 1918.[27] Ultimately, all 25,000 acres of the Centinela Ranch would be subdivided and developed, with the only remaining portion of the ranch being the one-acre site on which the Centinela Adobe is situated.

Inglewood Townsite

The townsite of Inglewood was platted by the Centinela-Inglewood Land Company in 1888, by which time the town already had a population of 300.[28] The plan divided the town into northern and southern sections on either side of the newly completed Inglewood Division of the California Central Railroad line, a subsidiary of the Atchison Topeka & Santa Fe Railway, which ran along Florence Boulevard as it made its way from Los Angeles to Redondo Beach. The major north-south street leading into Inglewood was Grevillea Avenue. Development during this period was sparse, and most buildings were of impermanent wood-frame construction. The first few business

[25] Gladys Waddingham, *The History of Inglewood* (Inglewood, CA: Historical Society of Centinela Valley, 1994), 5.

[26] Waddingham, 8.

[27] Waddingham, 11. Daniel Freeman is considered the founder of the City of Inglewood. Among his various pursuits, he is said to have been the first farmer to engage extensively in wheat cultivation in Southern California. Upon discovering a deposit of brick clay on his property, he established the Continuous Brick Kiln Company of Inglewood in 1888, manufacturing the building materials for many of the business blocks on Spring Street and Broadway in downtown Los Angeles, including his own building, the Freeman Block at 6th and Spring streets. He was the first president of the California Club of Los Angeles, president of the Los Angeles Chamber of Commerce in 1893-1894, and director of the Southern California Railway Co. Freeman lived in the Centinela Adobe before erecting his own residence in beginning in 1891, which was demolished 1972 to make way for the Daniel Freeman Memorial Hospital (now closed). In 1975, the Land Company office was moved from his estate to the grounds of the Centinela Adobe, where it now stands.

[28] Waddingham, 6.

buildings clustered on narrow uniform lots along Grevillea Avenue and Commercial Street (now La Brea Avenue) between Regent and Queen streets.

By 1892, the town of Inglewood was home to several small businesses, including a grocery, post office, a barber, a restaurant, and a large two-story hotel on Queen Street between Commercial and Market.[29] At this time, Inglewood also had a post office, a railroad depot, and a large grain storage building situated along the Redondo Branch of the AT&SF railroad, as well as a handful of single-family residences. Market Street was predominantly residential during this period, before the opening of a streetcar line along its length in 1904, which would lead to its gradual transition to a commercial corridor.

By 1907, downtown Inglewood had several dozen dwellings. Commercial establishments included a drug store, general merchandise store, grocery, meat market, tailor, print shop, and various lodging buildings and offices. Institutional properties included a public school and a Presbyterian church. Industrial uses were clustered along the rail lines and included a greenhouse, planning mill, lumber yard, cement storage, gain mills and storage, and several warehouses.[30] The City of Inglewood was officially incorporated on February 14th, 1908.



Market Street at the time of incorporation, 1908. *("History of Inglewood," Waddingham)*

[29] Sanborn Fire Insurance Maps, Inglewood CA, 1892. The Inglewood Hotel is labeled on this map as "not open" and occupied by four families as a dwelling.
[30] Sanborn Fire Insurance Maps, Inglewood CA, 1907.

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Also, by this time, Inglewood was home to an expansive cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association, acquiring a large plot of land just east of what would become downtown Inglewood. A total of 32 internments took place in the cemetery's first year of operation, with funerals often arriving by rail from Los Angeles in a private funeral car.[31] In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. Within a decade, the cemetery would erect the Neoclassical-style Inglewood Mausoleum, the first community mausoleum in the State of California.[32]



Inglewood Park Cemetery, date unknown. *(Inglewood Park Cemetery)*

Many of the South Bay region's earliest settlers have been laid to rest at Inglewood Park Cemetery, including a number of Civil War veterans.[33] Other notable residents include former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams.[34]

By 1912, Inglewood's commercial core was beginning to take shape along Commercial Street between Los Angeles Street/Inglewood Avenue (now Florence Avenue) and Queen Street. Deep, narrow lots were being developed with various commercial uses, from restaurants and boarding houses, to plumbers and hardware stores. Market Street remained primarily residential during this period, with a few commercial buildings, including a jeweler, a milliner, a confectioner, an undertaker, a bank, and a Methodist church.[35]

By 1920, the South Bay's local economy was booming due to the region's fertile agricultural lands, productive oil fields, and emerging aviation industry. The City of Inglewood was growing exponentially, as hundreds of new homes were being built. At

[31] Portions of the original railroad waiting station have been incorporated into the main entrance.
[32] The Inglewood Mausoleum was erected over the course of three years, from 1913 to 1915.
[33] Inglewood Park Cemetery, http://www.inglewoodparkcemetery.com/heritage.html (accessed February 2019).
[34] Mike Sonksen, "On Location: Inglewood," KCET: History and Society, https://www.kcet.org/history-society/on-location-inglewood (accessed February 2019).
[35] Sanborn Fire Insurance Maps, Inglewood CA, 1912.

the same time, the city's commercial development was coalescing into a downtown business district. Commercial Street between Regent and Queen streets was now solidly commercial, boasting many of the business enterprises needed by any growing town, from banks and automobile showrooms, to furniture stores and a movie theater. South of Queen, Commercial Street was still largely undeveloped but for a few single-family residences and an apartment house. At this point, Market Street was more sparsely developed overall and displayed a combination of commercial and residential uses.[36]

The commercial structures erected in downtown Inglewood at this time were typical of those being built in downtowns throughout Southern California. These were what have since been termed "taxpayer blocks," speculative investments to generate tax benefit until more valuable development could be carried out. Early examples were multi-unit two-story buildings, frequently with retail units on the ground floor and offices or apartments above. These buildings were typically unreinforced brick in construction, with applied ornament of cast stone or terra cotta at the entrance or along the parapet. Depending on the size of the building, it may contain one or more retail storefronts, with flexible interiors to accommodate the ever-changing needs of individual tenants. While many of these buildings were vernacular in design, in Southern California they were often overlaid with details of the Spanish Colonial Revival style, including tile roofs or parapet edges, arched doors and window openings, and decorative wall tile and cast-stone detailing. With the advent of the personal automobile, a single-story version of the form became popular, with surface parking behind.[37]



Holy Faith Episcopal Church and Rectory, c. 1915.
(James H. Osborne Photo Collection, CSUDH Archives)

Inglewood also had a number of churches by this time, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church.[38] The only church that survives from this period is Holy Faith Episcopal Church, located at the southeast corner of Locust Street and Grace Avenue.[39] The church was first

[36] Sanborn Fire Insurance Maps, Inglewood CA, 1923.
[37] Lauren Weiss Bricker, Marion Mitchell-Wilson, and Janet L. Tearnen, *Inglewood Downtown District Main Street Project Area, Historic Design Guidelines*, report (Inglewood, CA: Main Street Inglewood, 2000), 9-10.
[38] Bricker, 9.
[39] Holy Faith Episcopal Church is located at 260 N. Locust Street.

established in 1911, with services held in the Inglewood Masonic Hall. In 1912, Grace Freeman Howland[40] and her husband Charles donated the funds to erect a religious complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). They hired a young architect, Philip Frohman, to design what would be hailed as "the most perfect example of true Gothic architecture in the West." Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church was officially consecrated on November 8th, 1914, and dedicated to Catherine Freeman and Mathilda Howland, the mothers of Grace and Charles. The church lost its original bell tower in the 1933 Long Beach Earthquake, but soon thereafter gained the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in Highland Park.[41]



Damaged buildings from Inglewood Earthquake, June 21, 1920. *(California Historical Society Collection, USC)*

On the evening of June 21st, 1920, the Los Angeles Basin was rattled by an estimated 5.0 earthquake centered near Inglewood. While tremors were felt as far away as Ventura and Riverside, almost all of the damage took place in Inglewood, and specifically to the unreinforced brick buildings along Commercial Street (now La Brea Avenue), where exterior walls fell into the street and plate glass windows shattered.[42] The Inglewood Hotel was also badly damaged and subsequently demolished. Despite the widespread damage, however, the earthquake did not seriously hamper the city's growth. In fact, according to local historian Gladys Waddingham, the quake appears to have been a boon to development, as "many of the people who flocked to see the damage were seeing Inglewood for the first time and were so impressed that they came back to live." This hypothesis is borne out by population figures: the 1920 census

[40] Grace Freeman was the daughter of Daniel Freeman, considered the founder of the City of Inglewood.
[41] "Holy Faith Episcopal Church: One Hundred Years of Ministry," Holy Faith Episcopal Church, https://www.holyfaithla.org/ (accessed February 2019).
[42] Paul R. Spitzzeri, "Shake, Rattle and Roll: The Inglewood Earthquake of 21 June 1920," Homestead Museum, https://homesteadmuseum.wordpress.com/2018/06/21/shake-rattle-and-roll-the-inglewood-earthquake-of-21-june-1920/ (accessed February 2019).

credited Inglewood with a population of 3,286. In just two years the figure would double, making Inglewood the fastest growing city in the nation.[43]

The 1920s was a boom period for the City of Inglewood, both in terms of population and development. While Commercial Street continued to be the primary artery of the downtown business district, many more businesses were being established on Market Street and its cross-streets during this period. At least seven new buildings were constructed in the 100 block of North Market Street alone. The local financial institution the People's Federal Building & Loan Association was established at this time, first in a unit of the building at 314 S. Market Street, before constructed their own building at the northeast corner of Market Street and Pimiento Street (now Manchester Boulevard) in 1927.[44] That same year, the Bank of Inglewood erected a two-story mixed-use building at the northeast corner of Market and Queen streets, at a cost of $140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was touted as the "first steel frame business block in this city" and as "practically fire and earthquake proof."[45]



Market Street, looking north, 1925. *(Security Pacific National Bank Collection, LAPL)*

On May 18th, 1927, some 15,000 locals came out to celebrate the "Festival of Light" which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much needed illumination, the standards also supported

[43] Waddingham, 26.

[44] The former People's Federal Building & Loan Association building is located at 150 S. Market Street. It is currently occupied by the World Hat & Boot Mart.

[45] "Two-Story Business Structure: Work for Inglewood Bank Let," *Los Angeles Times*, May 15, 1927. The former Bank of Inglewood building is located at 100 N. Market Street/307 E. Queen Street.

the trolley wires of the Los Angeles Railway, allowing for the removal of the wooden poles from the middle of the street and the sidewalk.[46] In 1928, a two-story mixed-use structure called the Professional Building was constructed at Market Street and Manchester Boulevard's northwest corner. The building was designed in the Spanish Colonial Revival style with Churrigueresque details.[47] Also constructed in downtown Inglewood during this period were a new City Hall building (1923, demolished), the Granada Theater (1923, demolished), an S.H. Kress Variety Store (1927), and a United Artists Theater (1931, demolished), as well as a number of auto-related businesses such as gas stations and repair garages.

Toward the end of the 1930s, Inglewood's economic base began to expand outside the downtown core. Appropriately, in 1937 Commercial Street was officially changed to La Brea Avenue, connecting it with the street in Los Angeles.[48] Also that year, Mines Field, which had been established just southwest of the city, was purchased by the City of Los Angeles to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an "ultra-modern" thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time.[49] In addition to attracting the typical racing fan, Hollywood Park brought in celebrated personalities associated with the entertainment industry—from studio executives Jack Warner, Walt Disney and Samuel Goldwyn, to A-list actors like Al Jolson and Bing Crosby—many of whom were also investors in the operation.

Wartime and Postwar Growth

As war clouds gathered in the early 1940s, a number of aviation-related and other wartime manufacturing facilities set up shop around the Los Angeles Airport. North American Aviation, Inc. and the Northrup Company both established airplane manufacturing plants in the vicinity. Due to the emergence of these new facilities, this area would not only be critical to the defense industry during World War II, but in the postwar years would evolve into one of the most important centers of the nation's aerospace industry.

The presence of wartime and postwar manufacturing jobs added sharply to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the city had a population of 26,000; by 1956, that number had grown to 64,000.[50] Housing construction naturally responded to the increased demand, and commercial development followed, leading to a pattern of

[46] "Inglewood Glows Under New Lights," *Los Angeles Times*, May 20, 1927.
[47] The Professional Building is located at 149-155 S. Market Street/231-239 E. Manchester Boulevard.
[48] Waddingham, 43.
[49] Bricker, 15.
[50] Ibid.



Fox Theater, early 1950s. *(John Chappell Collection, Cinema Treasures)*

postwar decentralization. By the mid-1950s, the city had three retail business areas—in North Inglewood, Morningside Park, and Crenshaw—in addition to the downtown.

Despite this tremendous growth overall, new development in downtown Inglewood was very limited during this period. In 1941 a J.C. Penney department store opened on Market Street between Queen Street and Manchester Boulevard. Originally constructed as a one-story building, in 1954 it was expanded with a second story and remodeled in its exiting Mid-Century Modern style, with a deep front canopy and glazed terra cotta tile columns.[51]

The Fox Theater opened on March 31st, 1949, on Market Street between Regent and Queen. Erected on the site of the Granada Theater, which burned down in 1945, it was the last theater constructed by the Fox West Coast Theater chain. Designed by prolific theater architect S. Charles Lee in the Late Moderne style, it was the first theater in Inglewood to have air conditioning. Other features included automatic lobby doors, CinemaScope widescreen projections, assistance for the hearing impaired, and a soundproof "crying room." The Fox Inglewood was often used for Fox Pictures' premiers and sneak previews.[52]

During this same period, two substantial institutions opened just outside of downtown Inglewood. In 1948, Bank of America erected a sprawling 22,000-square-foot branch at the southwest corner of Manchester Boulevard and Locust Street.[53] That same year, funeral director John Flanagan opened Hardin & Flanagan Colonial Chapel & Mortuary on Prairie Avenue at La Palma Drive, across the street from Hollywood Park. Flanagan built a number of mortuaries around the Los Angeles area using the same American Colonial Revival design. In 1959, the business was purchased by the McCormick family and renamed McCormick Mortuary.[54] The following year, the building was expanded with a two-story north wing, adding a new lobby with offices above. Today, the business is operated as Lighthouse McCormick Mortuary.[55] The other area for new development

[51] The former J.C. Penney building is located at 129-139 S. Market Street.
[52] "Inglewood Fox Theatre," Los Angeles Historic Theatre Foundation, http://www.lahtf.org/inglewoodfox/ (accessed February 2019); "Fox Theater," Inglewood Public Art, http://www.inglewoodpublicart.org /Fox_Theater.html (accessed February 2019). The former Fox Theater is located at 115 N. Market Street.
[53] The Bank of America building is located at 320-330 E. Manchester Boulevard.
[54] The McCormick family operated various locations throughout the South Bay, including Westchester, Hawthorne, Redondo Beach, Manhattan Beach, Gardena, and Whittier.
[55] The Lighthouse McCormick Mortuary is located at 619-635 S. Prairie Avenue.

during the postwar period was La Brea Avenue, a wide auto corridor which previously served as the western border of downtown Inglewood.[56]

Despite these examples of new construction in and around downtown during this period, the primacy of the city's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling businesses. The city responded by adding municipally-owned off-street parking lots located throughout the district to draw car-dependent shoppers. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated to organize various promotional activities, as well as physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s.[57] However, these effects of these efforts were soon eclipsed by the continued loss of customers to new shopping malls in communities throughout Los Angeles. Inglewood considered, but ultimately rejected plants to build a mall of its own on a large parcel at Prairie and Manchester, a proposal largely defeated by the Market Street merchants. The site would instead become the home of the Forum.[58]



Hardin & Flanagan Colonial Chapel and Mortuary (now Lighthouse McCormick Mortuary), c. 1950. ***(Tichnor Brothers Collection, Boston Public Library)***

By the late 1960s, downtown Inglewood was in need of reinvention. To this end, the city contemplated a wholesale redevelopment scheme for the Market Street corridor that would expand and remodel existing stores, construct two high-rise office and apartment towers, introduce a landscaped arcade, and build a four-square block parking deck above shops to quadruple parking capacity.[59] However, this plan would go unrealized. The United Bank of California at the southeast corner of Market and Regent

[56] Also built during this period was a Sears department store at Manchester and Hillcrest boulevards. Opened in 1947, this was an early indicator that the future of retail in Inglewood would not be downtown. Sears was demolished in 1993 and replaced by a Vons supermarket.
[57] "Downtown Center of Many Activities," *Los Angeles Times*, March 18, 1962.
[58] "The Changing Face of South Bay: Downtowns," *Los Angeles Times*, January 4, 1987.
[59] "$11 Million Center Assured in Inglewood," *Los Angeles Times*, March 31, 1968.



Market Street, looking north from Queen Street, 1955. *(Alan Weeks, L.A. County Metropolitan Transportation Authority Library & Archive)*

streets would be the first new structure to be added to the Market Street corridor in nearly two decades, replacing several early 20th-century commercial buildings.[60] Constructed in 1967 in the Late Modern style, it was joined nine years later by a stand-alone drive-thru automated teller building situated across Regent from the bank. Both buildings are believed to have been designed by Los Angeles modernist Richard Dorman.[61]

Beyond Downtown

In the late 1960s, nationally prominent businessman Jack Kent Cooke selected the site of a former golf course at the southeast corner of Prairie Avenue and Manchester Boulevard to erect a new venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. The Forum, a multi-purpose indoor arena, was designed by the prominent Los Angeles architectural firm Charles Luckman & Associates and completed in 1967.[62] Designed in the New Formalist architectural style, it was intended as a modern and highly-stylized version of the Coliseum of ancient Rome. Nicknamed "the Fabulous Forum," it would host tennis

[60] The former United Bank of California is located at 158-170 N. Market Street.
[61] Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building lists Richard Dorman as its architect.
[62] The Forum is located at 3900 W. Manchester Boulevard.

matches, boxing matches, ice shows, rodeos, the circus, award shows, and political events. In 1972, the Forum was the site of the Lakers' first NBA championship since moving to Los Angeles; five additional titles would follow in the 1980s. From the mid-1970s through the 1990s, the Forum would serve as the premier large-scale concert venue for the Los Angeles area, and would be influential in the birth of "arena rock." During the 1984 Olympics, the Forum was the venue for men's and women's basketball.[63]



Market Street, looking south from Regent Street, 1961. *(Inglewood Public Library, Online Archive of California)*

By the early 1970s, Market Street had turned into a virtual ghost town as shoppers abandoned the downtown business center for suburban malls, and key tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the city, from 1971 to 1976 Inglewood spent about $50 million in local, county, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. This new complex combined City Hall, a courthouse, library, fire and police facilities, public health complex, and a major new parking garage onto a single super-block, surrounded by expanses of lawn and public art. As hoped, this new construction sparked a flurry of new commercial development in the larger In-Town Redevelopment Area[64]—bounded by Florence, Locust, Manchester and Fir—the vast majority of which

[63] "Forum," *National Register of Historic Places Form*. Prepared by Historic Resources Group, April 29, 2014.

[64] The In-Town Redevelopment Area was one of six redevelopment project areas adopted by the Inglewood Redevelopment Agency between 1970 and 1973.

was office space and not retail. Several residential projects were built at this time as well, most notably the 200-unit Inglewood Meadows housing complex on Locust Street, just east of downtown.[65]



The Forum under construction, with Jack Kent Cooke and Charles Luckman, 1967. *(Herald Examiner Collection, LAPL)*

While these projects brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor's fortunes, and the vitality of the downtown business district continued to wain into the 1980s. In October 1986, Market Street merchants brought downtown business activity to halt as they closed their shops and picketed in a city-owned parking lot in a last-ditch effort to save it from redevelopment. The parking lot at La Brea Avenue and Queen Street provided 80 metered parking spaces which local shopkeepers saw as critical to continued viability of the downtown business district, which was already suffering from a severe parking shortage. Ultimately, however, the protests were unsuccessful, and the parking lot was soon replaced by a five-story office building.[66] Yet another sign of downtown's economic decline, the Fox Theater, then owned by the Mann theater chain, closed its doors in 1988.

Since the late-1970s, at least four City-sponsored revitalization programs have focused on improving Market Street's commercial viability, introducing street landscaping and furniture as well as façade improvements to the existing buildings. Efforts have included a façade improvement program designed by architectural firm Kahn, Kappe, Lotery, Boccato (1979); a $250,000 façade improvement program, including signs and awnings (1984); a California Main Street Community Project (1990s); and the Market Street Renaissance program (2000). However, despite these efforts, Market Street has largely remained an underutilized asset.

Inglewood Today & Tomorrow

In 1994, Hollywood Park underwent a $100 million expansion into Hollywood Park Casino, which extended the facility's economic viability. However, in May of 2013, it was announced that the Hollywood Park racetrack would be closing at the end of the

[65] Dean Murphy and Michele L. Norris, "Government Money Becomes Urban Lifeblood: Innovation and Optimism Thrive on Public Funds in Inglewood, San Pedro," *Los Angeles Times*, January 4, 1987.
[66] "Merchants Protest Proposal to Build on Parking Lot," *Los Angeles Times*, October 16, 1986.

fall racing season. In 2015, the Inglewood City Council approved a plan to build an 70,000-seat football stadium on the site in anticipation of the St. Louis Rams moving back to Los Angeles. The Inglewood mayor was on-hand to witness the demolition by explosives of the massive grandstand.

The Forum remained the home of the Lakers and Kings until 1999, when both teams relocated to the newly-constructed Staples Center in downtown Los Angeles. Beginning in 2012, the Forum underwent a $50 million renovation, reopening in 2014. Later that year, the Forum was listed in the National Register of Historic Places. The venue is inextricably tied to the identity of the City of Inglewood, which adopted the moniker "City of Champions." The Forum is slated to host the gymnastics events for the 2028 Summer Olympics.

Over the past decade, the City of Inglewood has been acquiring select parcels throughout the city for redevelopment, including along Market Street. Various planning studies have been conducted to develop standards for transit-oriented development, mixed-use development, and parking, with the goal of revitalizing downtown Inglewood. Local advocacy organization the Inglewood Historic Preservation Alliance (IHPA, formerly the Inglewood Historic Site Preservation Committee) continues to work toward the protection of the city's historic structures and places of interest, including the Fox Theatre, which was successfully listed in the National Register of Historic Places in 2013.[67] Currently, the City of Inglewood is utilizing *The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, adopted November 1st, 2016, as the controlling document for future activity along Market Street.

On January 12th, 2016, the NFL voted to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow. In October 2016, the last part of the former racetrack, the Casino, was demolished and a new Hollywood Park Casino was opened next door. The new *Los Angeles Stadium at Hollywood Park* is currently under construction. When completed in 2020, it will be the new home of the NFL's Los Angeles Rams and Los Angeles Chargers. The Los Angeles Stadium is slated to host Super Bowl LVI in 2022, the College Football National Championship in 2023, and the opening and closing ceremonies and soccer events for the 2028 Summer Olympics.

[67] Anne Cheeck La Rose, "Inglewood Fox Theatre: Bringing Back the Inglewood Fox Theatre," Los Angeles Historic Theatre Foundation, http://www.lahtf.org/inglewoodfox/ (accessed February 2019).

5.2 Selected Chronology

Pre-History

3,500 BP The Tongva occupy the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline.

Spanish Colonial Period

1542 Spanish explorer Juan Rodriguez Cabrillo makes the first documented European contact with the native Tongva people.

1769 The Portolá expedition passes through present-day downtown Los Angeles, encountering the native people from the village of Yang-na.

1771 On September 8th, Spanish colonists establish Mission San Gabriel, the fourth of California's Spanish missions.

1778 *El Pueblo de Los Angeles* is officially founded under the Spanish Laws of the Indies on September 4th.

Mexican Period

1821 Mexico wins its independence from Spain and Alta California becomes a territory of the new Mexican Republic.

1834 The California Missions are secularized by the Mexican government, and mission lands are confiscated for distribution in large land grants called *ranchos*.

Ygnacio Machado builds the Centinela Adobe, now considered the "birthplace of Inglewood."

1837 The Machado family is granted official title of the area around Centinela Springs as the 2,219-acre *Rancho Aguaje de la Centinela*.

The Ávila family is granted the 22,458-acre *Rancho Sausal Redondo,* encompassing much of what is now the South Bay region of Los Angeles County.

1845 Bruno Ygnacio Ávila acquires *Rancho Aguaje de la Centinela* from the Machados in exchange for a small tract in the *Pueblo de Los Ángeles* for.

American Period

1846 United States troops begin occupying Alta California.

1848 The signing of the Treaty of Guadalupe Hidalgo on February 2nd cedes the California territory to the United States and ends the Mexican-American War.

1850 Los Angeles incorporates as an American city on April 4th.

California is admitted to the Union as its 31st state.

1857 Bruno Ávila loses *Rancho Aguaje de la Centinela* through foreclosure.

1860 *Rancho Aguaje de la Centinela* is acquired by Scotsman Sir Robert Burnett.

1868 The heirs of Antonio Ávila are forced to sell *Rancho Sausal Redondo* to pay probate costs.

1872 Burnett acquires *Rancho Sausal Redondo*, combining his total land holdings of some 25,000 acres into the Centinela Ranch, encompassing the present-day communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Westchester, Inglewood, Hawthorne, and Lawndale.

1873 Burnett leases his property to Daniel and Catherine Freeman.

1885 Daniel Freeman officially acquires Burnett's property and names it Inglewood.

1887 Freeman sells some 11,000 acres of his ranch to the Centinela-Inglewood Land Company for development.

Inglewood Townsite

1888 The townsite of Inglewood is platted by the Centinela-Inglewood Land Company.

The California Central Railway completes a line to Redondo Beach.

Freeman erects a large mansion in Inglewood.

1889 Freeman builds a land office on the grounds of the Centinela Adobe.

1905 A group of local businessmen forms the Inglewood Park Cemetery Association.

1907 The Romanesque-style Grace Chapel is erected at Inglewood Park Cemetery.

City of Inglewood

1908 The City of Inglewood is incorporated on February 14th.

1914 Holy Faith Episcopal Church, designed by nationally renowned architect Philip Frohman, is officially consecrated.

1915 The Neoclassical-style Inglewood Mausoleum at the Inglewood Park Cemetery is completed.

1920 On the evening of June 21st, the Los Angeles Basin is rattled by an estimated 5.0 earthquake centered near Inglewood.

1927 The People's Federal Building & Loan Association erects a building at the northeast corner of Market Street and Manchester Boulevard.

The Bank of Inglewood building is erected at the northeast corner of Market and Queen streets.

A new ornamental lighting system is installed along Market Street.

1928 The Professional Building is constructed at Market Street and Manchester Boulevard's northwest corner.

1929 The stock market crashes in late October, ultimately leading to the Great Depression.

1933 On the evening of March 10th, a magnitude 6.4 earthquake strikes off the coast of Long Beach.

1937 Mines Field, west of Inglewood, is purchased by the City of Los Angeles to serve as its municipal airport.

1938 Hollywood Park thoroughbred racetrack opens just southeast of downtown Inglewood.

Wartime & Postwar Growth

1941 On December 7th, the U.S. naval base at Pearl Harbor is attacked by the Imperial Japanese Navy, leading to the United States' entry into World War II.

A J.C. Penney department store opens in downtown Inglewood.

1945 The Granada Theater on Market Street burns down.

1947 Sears department store opens at Manchester and Hillcrest boulevards.

1948 Bank of America opens a large branch on Manchester Boulevard, just east of downtown Inglewood.

The Hardin & Flanagan Colonial Chapel and Mortuary (now Lighthouse McCormick Mortuary) opens on Prairie Avenue, across from Hollywood Park.

1949 On March 31st, the Fox Theater opens on Market Street on the site of the Granada Theater.

Los Angeles Airport is renamed Los Angeles International Airport.

Beyond Downtown

1957 The Market Street trolley line is removed.

1967 The United Bank of California becomes the first contemporary structure to be added to the Market Street corridor.

The Forum is built by prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises in Los Angeles: the Lakers (basketball), Kings (hockey), and Wolves (soccer).

1972 The Forum is the site of the Lakers' first NBA championship since moving to Los Angeles.

1973 A new Inglewood Civic Center complex is constructed just west of downtown.

1984 The Forum is the venue for men's and women's basketball during the Summer Olympics.

1986 Market Street merchants picket to stop the loss of a parking lot at La Brea Avenue and Queen Street for new construction; the protest is unsuccessful.

1988 The Fox Theater, then owned by the Mann theater chain, closes its doors.

Inglewood Today & Tomorrow

1993 Sears is demolished and replaced by a Vons supermarket.

1994 Hollywood Park undergoes a $100 million expansion into Hollywood Park Casino.

1999 The Lakers and Kings leave the Forum for the newly-constructed Staples Center in downtown Los Angeles.

2013 It is announced that Hollywood Park racetrack will close at the end of the fall racing season.

The Fox Theatre is listed in the National Register of Historic Places.

2014 The Forum reopens after a $50 million renovation.

The Forum is listed in the National Register of Historic Places.

2015 The Inglewood City Council approves a plan to build an 70,000-seat football stadium on the Hollywood Park site.

2016 On January 12th, the NFL votes to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow.

The Hollywood Park casino is demolished, and a new casino opened next door.

2020 The *Los Angeles Stadium at Hollywood Park*, currently under construction, will open as the new home of the NFL's Los Angeles Rams and Los Angeles Chargers.

2022 Los Angeles Stadium is scheduled to host Super Bowl LVI.

2023 Los Angeles Stadium will be the venue for the College Football National Championship.

2028 Los Angeles Stadium will host the opening and closing ceremonies for the Summer Olympics, as well as soccer events.

The Forum is slated to host the gymnastics events for the Summer Olympics.

6.1 Listed Historical Resources

There are two (2) properties within the Project Area and/or Expanded Study Area that are listed in the National Register, and are therefore automatically listed in the California Register. As such, these properties are considered historical resources as defined by CEQA.

3900 W. Manchester Boulevard (The Forum)

This property, located at the southeast corner of Manchester Boulevard and Prairie Avenue, contains the Forum, a multi-purpose indoor arena, surrounded by an expansive surface parking lot. It was built by nationally prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. Completed in 1967, it was designed by prominent Los Angeles architectural firm Charles Luckman & Associates in the New Formalist style. From 2012 to 2014, it underwent an extensive historic renovation.

The Forum was listed in the National Register of Historic Places on September 24th, 2014 under Criterion C as an excellent example of a 1960s New Formalist-style arena building, and is therefore automatically listed in the California Register. As such, this property is a historical resource under CEQA.

115 N. Market Street (former Fox Theater)

This property, located on the west side of Market Street between Regent and Queen streets, contains a 12,090 sq. ft. neighborhood movie theater building. Originally constructed in 1949 for Fox West Coast Theaters, it was designed by prolific theater architect S. Charles Lee in the Late Moderne style. The building is currently unoccupied and its storefront windows and doors are boarded up.

In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a very good example of a 1940s Late Moderne-style movie theater building in Inglewood. On January 14th, 2013, the Fox Theater was listed in the National Register of Historic Places, and is therefore automatically listed in the California Register. As such, this property is a historical resource under CEQA.

6.2 Previously Identified Historical Resources

There are nine (9) properties within the Project Area and/or Expanded Study Area that have been previously identified as eligible for historic listing or designation through historic resources surveys, environmental review, or other efforts. Most notably, a previous historical resources survey of Market Street was conducted as part of the *Inglewood Downtown District/Main Street Project Area Historic Design Guidelines*

project, completed by Lauren Weiss Bricker, PhD, Marion Mitchell-Wilson, and Janet L. Tearnen in 2000.[68] Each of these properties has been re-examined and re-evaluated for its eligibility for listing in the National Register or California Register.

Of these previously identified historical resources, four (4) were re-evaluated as appearing eligible for listing in the National Register and/or California Register, and are therefore considered herein as historical resources for the purposes of CEQA. Five (5) were found to appear ineligible for historic listing due to substantial alteration. No historic districts have been previously identified within the Project Area and/or Expanded Study Area.[69]

302 E. Manchester Boulevard/200-204 S. Market Street (Cox Menswear)

This property, located at the southeast corner of Manchester Boulevard and Market Street, contains a two-story commercial retail building. Originally constructed in 1941, the building was designed in the Streamline Moderne style and was historically occupied by Scotty's Men's Shop. The building's current tenant is Cox Menswear. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of the Streamline Moderne style in Inglewood.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. On the ground story, the existing stone veneer and projecting aluminum-frame display windows appear to be the result of a mid-century remodel, replacing all of the original retail storefronts and wall cladding along both street-facing façades. On the upper story, original fenestration has been replaced with vinyl sliders. Also, the neon sign that originally adorned the corner tower has been removed. Due to these alterations, the building no longer displays the characteristic features of the Streamline Moderne style, nor does it represent a comprehensive or wholesale stylistic remodel from a particular historic period. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for

[68] This 2000 report included a historic resources survey of the Inglewood Downtown District/Main Street project area, which was bounded by La Brea Avenue to the west, Locust Street to the east, Florence Avenue to the north, and Hillcrest Boulevard to the south. The upper portion of this survey area includes the Market Street portion of the current Project Area/Expanded Study Area. The survey identified eight (8) individual properties within the current Project Area/Expanded Study Area as eligible for historic designation; no historic district was identified.

[69] The *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, adopted November 1, 2016, identifies Downtown Inglewood as "Historic Downtown." However, this appears to refer to the area's history as Inglewood's original business district, and is not an evaluation of historic eligibility.

listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

320-330 E. Manchester Boulevard (Bank of America)

This property, located at the southwest corner of Manchester Boulevard and Locust Street, contains a 21,976 sq. ft. bank building and a rear surface parking lot.[70] Originally constructed in 1948, the building was erected for Bank of America and designed in the Late Moderne style. Bank of America continues as its current tenant. The smaller adjacent building at 320 E. Manchester Boulevard was originally constructed in 1920 and remodeled as part of the Bank of America in 1954. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of a 1940s PWA Moderne-style bank building in Inglewood.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, exterior wall cladding, fenestration patterns, and decorative elements. The framing of the windows and doors may have been updated. However, the replacement material appears to be in keeping with what would have been in place historically, such that this change does not substantially diminish the building's integrity. Other changes—including lighting, signage, and the addition (and subsequent removal) of an in-wall ATM—are minor in relation to the building's overall appearance. The building remains largely intact and continues to display the characteristic features of a PWA Moderne bank building from the 1940s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

100 N. Market Street/307 E. Queen Street (former Bank of Inglewood)

This property, located at the northeast corner of Market and Queen streets, contains a two-story, 9,258 sq. ft. mixed-use commercial building constructed in 1927. The building was originally constructed for the Bank of Inglewood at a cost of $140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was the first steel frame business block in the city. The building was sold to Bank of America National Trust & Savings Association in 1936; in 1950 it became Southwest Bank. It now serves as a retail space occupied by Vajra Books & Gifts. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under

[70] The main bank building uses the address 330 E. Manchester Bl.; the smaller adjacent building is at 320.

Criterion C as an excellent example of a 1920s Mediterranean Revival-style bank building in Inglewood.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, roof material, exterior wall cladding, fenestration patterns, elaborated arched main entrance and ground-story windows, upper-story windows, and various decorative elements. Alterations—such as replaced front doors and the addition of tile cladding on the ground story—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mediterranean Revival bank building from the 1920s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the National Register and the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

124-126 N. Market Street

This property, located on the east side of Market Street between Regent and Queen streets, contains a two-story, 2,750 sq. ft. mixed-use commercial building constructed in 1920. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.[71]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. The building's original retail storefronts have been replaced with floor-to-ceiling aluminum storefronts, thereby completely altering the ground story on the building's only publicly-visible façade. On the upper story, original fenestration has been replaced with metal sliders. The building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

125 S. Market Street

This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a one-story commercial building constructed in 1938. The building is currently occupied by Basket Beauty Supply. In 2000, the property was

[71] Note that Inglewood's downtown survey was completed prior to the revision of the California Historical Resources Status Codes. These codes were updated and their definitions revised in August 2003.

assigned a status code of 5S1 (eligible for local listing) under Criterion C as an intact example of a mid-century remodeled façade.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it has been substantially altered over time, including since its previous evaluation. The 2000 survey referred to this building as "among the more visually interesting" mid-century façade remodels along Market Street, noting a "metal pylon sign [that] juts above the building's parapet at a sufficient height and angle to be seen by the pedestrian" and "framed [display] cases that cantilever beyond their built-in bases."[72] None of these features remain extant. Alterations include the replacement of the exterior wall cladding on both stories, the replacement of all retail storefronts and entry doors, the addition of applied decorative features above the canopy, added light fixtures, and contemporary signage. Taken together, these alterations have completely transformed the building's only publicly-visible façade, such that it no longer displays any elements of its original 1930s design, nor does it represent a comprehensive mid-century façade remodel. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

129-139 S. Market Street (former J.C. Penney)

This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a two-story, 62,583 sq. ft. commercial retail building which originally housed a J.C. Penney department store. The building was initially constructed as one story in 1941. In 1954, it was expanded with a second story and remodeled in the Mid-Century Modern style. It is currently occupied by Inglewood Marketplace. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1950s Mid-Century Modern-style department store building.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1950s remodel. The building retains the majority of its exterior features from this period, including its form and massing, exterior wall cladding, angled storefronts, recessed entry with terrazzo flooring, entry doors, canopy, upper-story ribbon windows, and applied decoration. Alterations—such as contemporary signage and the distinctive paint job—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mid-Century Modern department store building from the 1950s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style,

[72] Bricker, 16.

and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

132 S. Market Street

This property, located on the east side of Market Street between Queen Street and Manchester Boulevard, contains a two-story mixed-use commercial building constructed in 1925. The building is currently occupied by Smoove Fashion World. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. The building's original retail storefront has been replaced with a floor-to-ceiling aluminum storefront, and brick veneer wall cladding and an awning have been added, thereby completely altering the building's ground story. On the upper story, original fenestration has been replaced with metal or vinyl sliders. Some original decorative features remain on the upper story. However, overall the building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

150 S. Market Street (former People's Federal Building & Loan Association)

This property, located at the northeast corner of Market Street and Manchester Boulevard, contains a two-story, 16,575 sq. ft. mixed-use commercial building. The building was originally constructed in 1927 as the People's Federal Building & Loan Association. It was remodeled in the Late Modern style, likely sometime in the 1960s. It is currently occupied by World Hat & Boot Mart. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1960s Late Modern-style commercial building.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1960s remodel. The building retains the majority of its exterior features from this period, including its form and massing, exaggerated arches and elevated roof plate, exterior wall cladding, metal storefronts and entry doors, canopy, and upper-story fenestration. Alterations—such as contemporary signage and the replacement of the original entry doors with a display window—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains largely intact and continues to display the characteristic features of a Late Modern commercial building from the 1960s. Thus, this building retains sufficient integrity to convey its significance as a good

example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

333 E. Nutwood Street

This property, located at the northwest corner of Locust and Nutwood streets, contains a one-story commercial office building constructed in 1940. The building is currently occupied by Anphon Medical Center. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears to have been substantially altered over time. The building's exterior wall cladding has been replaced with rough-textured stucco, and exaggerated stucco-clad window surrounds have been added throughout. These changes are incompatible with the building's American Colonial Revival style, and thereby substantially alter the building's overall appearance. The building is no longer a good example of its architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

6.3 Newly Identified Historical Resources

Detailed field surveys of the Project Area and Expanded Study Area were conducted on June 4th, 2018 and February 21st, 2019. These field surveys were supplemented by property-specific and contextual research to identify additional properties that are eligible for listing or designation and therefore may be considered historical resources under CEQA. Through this process, five (5) additional properties were evaluated as appearing eligible for listing in the National Register and/or California Register, and are therefore considered herein as historical resources for the purposes of CEQA. No historic districts were identified within the Project Area and/or Expanded Study Area.

260 N. Locust Street (Holy Faith Episcopal Church)

This property, located at the southeast corner of Locust Street and Grace Avenue, contains the Holy Faith Episcopal Church complex. The congregation was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, funds were donated to erect a complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). The complex of buildings was designed by architect Philip Frohman, would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church building was officially consecrated on November 8th, 1914. It lost its original bell tower

in the 1933 Long Beach Earthquake, but continued to be improved throughout the 1930s, with the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in Highland Park. Due to its growing congregation, in the late 1950s architect Philip Frohman returned to design an addition to the church building.[73] The church was extended to the west and an interior balcony added, doubling its capacity from 200 to 400. The newly expanded church building was dedicated in 1959. The parish hall, which now serves as a school, has been expanded multiple times from the 1950s to the 1980s, now extending nearly the full width of the lot. The rectory appears largely intact, with some windows replaced. In 2000, the property was assigned a status code of 4S1 (may become eligible for the National Register when it becomes old enough).[74]

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially intact, including the main church building, the rectory, and the school. Character-defining features of the church building include its double-cruciform plan; gabled roofs with capped parapets and decorative crosses; copper steeple; stucco exterior walls with cast-stone stepped buttresses; base with cast-stone molding; pointed-arch openings with decorative cast-stone surrounds; leaded stained-glass windows; cast-stone Gothic tracery and quoining; wood plank doors with exposed iron hardware; metal scuppers and downspouts; and decorative wrought-iron wall sconces. The church expansion was designed by the original architect to respect and complement the original church—with features such as wood entry doors and stained-glass windows retained and incorporated into the expanded design—and thus is considered to have acquired significance in its own right. Similarly, additions to the school building are compatible with yet differentiated from the original extent, which remains evident. Thus, the property as a whole retains sufficient integrity to convey its significance as an excellent and rare early 20th-century religious complex in Inglewood. Additionally, the church building appears to be an outstanding example of Late Gothic Revival architecture, representing the work of a nationally-significant architect. Therefore, the property appears eligible for listing in the National Register and the California Register under Criterion A/1 as early institutional development in Inglewood, and Criterion C/3 for its architectural merit. As such, it is considered a historical resource herein for the purposes of CEQA.

[73] Bricker, 8 (Database Master Report, appendix to the *Inglewood Downtown District/Main Street Project Area Historic Design Guidelines)*.

[74] It is unclear why this status code was assigned, as it was typically reserved for properties that were less than 50 years of age at the time of evaluation.

158-170 N. Market Street (former United Bank of California)

This property, located at the southeast corner of Market and Regent streets, contains a 9,000 sq. ft. branch bank building and rear surface parking lot. Originally constructed in 1967 for United Bank of California, it was designed by noted Los Angeles architect Richard Dorman in the Late Modern style.[75] Richard Dorman was a prolific modernist architect and designer who worked throughout the Los Angeles region from the 1950s through the 1970s. Over the course of his career he designed dozens of high-end residences, as well as various commercial and institutional buildings such as offices, churches, and banks. In 1976, the bank added a similarly-designed drive-thru automated teller building across Regent Street to the north, also designed by Dorman.[76] The building is currently occupied by Broadway Federal Bank. In 2000, the property was assigned a status code of 6Z (appears ineligible for the National Register).

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. Character-defining features include its cruciform roof plan; projecting trapezoidal volumes; battered walls; heavy wood beams; smooth exterior surfaces of brick and stucco; and large expanses of tinted glass. Alterations—such as contemporary signage, and the addition of an in-wall ATM with an access ramp and projecting canopy—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. At the time of its previous evaluation, the bank building was well below the 50-year age threshold used in standard preservation practice for evaluating eligibility for historic designation.[77] Additionally, since the 2000 survey there has been substantial new scholarship on the built environment of the mid-20th century, with new historic contexts developed to provide guidance for evaluating such properties. In light of this new scholarship, this property appears to be significant as a 1960s Late Modern-style bank building in Inglewood, representing the work of a noted architect. It remains highly intact and thus retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, the property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, it is considered a historical resource herein for the purposes of CEQA.

149-155 S. Market Street/231-239 E. Manchester Boulevard (Professional Building)

This property, located at the northwest corner of Market Street and Manchester Boulevard, contains a two-story, 6,000 sq. ft. mixed-use commercial building.

[75] Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building across the street lists Richard Dorman as its architect.

[76] Because the drive-thru automated teller building is situated across the street and was added nine years later, it is not considered part of the bank building.

[77] According to National Park Service guidance, 50 years is a general estimate of time needed to develop sufficient historical perspective to evaluate historic significance.

Constructed in 1928 as the Professional Building, it was designed in the Spanish Colonial Revival style with cast-stone Churrigueresque details. In 2000, the property was assigned a status code of 4S7 (may become eligible for the National Register when integrity is restored).

Historic Resources Group has re-examined this property for the purpose of this report, and finds that despite alterations on the ground story, the upper story appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its red clay tile shed roofs with exposed rafter tails; smooth stucco exterior cladding; wood tripartite upper-story windows; decorative cast-stone details at the roofline; and a canopy with decorative wrought-iron supports at the secondary entrance. Alterations—including replacement of ground-story storefronts and entry doors—do somewhat diminish the building's integrity. However, overall the building remains largely intact and continues to display the characteristic features of a Spanish Colonial Revival commercial building from the 1920s. Thus, it retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

This property, located at the northwest corner of Prairie Avenue and La Palma Drive, contains a two-story, 9,352 sq. ft. chapel and mortuary building. Designed in the American Colonial Revival style, the building was initially constructed in 1948 as the Hardin & Flanagan Colonial Chapel & Mortuary. In 1959, the business was acquired by the McCormick family and renamed McCormick Mortuary. Around 1960, the building was expanded with a new two-story wing to the north. It is currently operated as Lighthouse McCormick Mortuary.

Historic Resources Group has examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1960s expansion. The building retains the majority of its exterior features from this period, including its form and massing; hipped and gable roofs with boxed eaves; decorative cornice with return; two-story porticos with slender full-height columns; stucco and wood clapboard exterior cladding; fluted pilasters; divided-light double-hung wood windows with louvred wood shutters; wood paneled doors; round and rounded-arch openings; elaborated entrances including fanlights, sidelights, and decorative wood surrounds; and hanging lanterns. Alterations—such as replacement of an original window with a vinyl slider—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The mortuary's expansion was designed to respect and complement that of the original chapel and office, and thus is considered to have acquired significance in its own right. The building remains highly intact and continues to display the characteristic features of a mid-20th century American Colonial Revival mortuary building. Thus, it

retains sufficient integrity to convey its significance as an excellent example of its architectural style, and therefore appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

720 E. Florence Avenue (Inglewood Park Cemetery)[78]

This property, located at the northeast corner of Manchester Boulevard and Prairie Avenue, contains a large cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association and acquired a large plot of land just east of what would become downtown Inglewood. In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. In these early days, funerals often arriving by rail from Los Angeles in a private funeral car; portions of the original railroad waiting station have been incorporated into the main entrance. The Neoclassical-style Inglewood Mausoleum was completed in 1915 and was the first community mausoleum in the State of California. The Mausoleum of the Golden West was built over several decades from the 1930s to the 1960s and features stained-glass representations of early California by Judson Studios. Various notable persons have been laid to rest at Inglewood Park Cemetery, including some of the South Bay region's earliest settlers, a number of Civil War veterans, and famous figures such as former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams. At the time of this report, both Grace Chapel and the Inglewood Mausoleum were undergoing renovation.

Historic Resources Group has examined this property for the purpose of this report, and finds that it has evolved over time but that it remains substantially intact. The property appears to retain the majority of its original features, such as its overall form and configuration, landscape design, and main entrance, as well as multiple excellent examples of cemetery architecture, including Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West.[79] Alterations—such as the addition of more recent buildings—do not substantially diminish the integrity of the property overall. Thus, the property as a whole retains sufficient integrity to convey its significance as an excellent

[78] The parcel at the northeast corner of Manchester Boulevard and Prairie Avenue is included in the Expanded Study Area because it fronts the alignment right-of-way. This parcel has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E. Florence Avenue (APN 4012031027). In the interest of being inclusive, the Inglewood Park Cemetery has been included in the Expanded Study Area for the purpose of this Project. While the cemetery extends several blocks north of the Project Area to Florence Avenue, project impacts would only be expected in the southwesternmost portion of the property.

[79] Due to the size and complexity of this property, identification of contributing and non-contributing features was outside the scope of this report.

and rare early 20th-century cemetery in Inglewood. Additionally, Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West appear to be excellent examples of their architectural style. Therefore, the property appears eligible for listing in the National Register[80] and the California Register under Criterion A/1 as early institutional development in Inglewood, and Criterion C/3 and for the quality of its architectural and landscape design. As such, this property is considered a historical resource herein for the purposes of CEQA.

6.4 Summary of Historical Resources

To summarize, eleven (11) historical resources have been identified in the Project Area and/or Expanded Study Area for the Locally Preferred Alternative and/or the Market Street Station Alternative. Under the Locally Preferred Alternative, there are ten (10) identified historical resources, with one (1) additional historical resource under the Market Street Station Alternative. Of these, two (2) are listed in the National Register and the California Register; four (4) were previously identified as historic through historic resources surveys, environmental review, or other efforts, and have been re-evaluated as appearing eligible for listing in the National Register and/or California Register; and five (5) were identified through this process and evaluated as appearing eligible for listing in the National Register and/or California Register. All of these properties are considered herein as historical resources for the purposes of CEQA. Therefore, potential impacts of the Project to these properties are analyzed in this report. *[See Figure 6. Map of Historical Resources (Locally Preferred Alternative) and Figure 7. Map of Historical Resources (Market Street Station Alternative).]*

[For field photographs of these historical resources and their immediate surroundings, taken June 4th, 2018 and February 21st, 2019, see Appendix A.]

Summary List of Historical Resources

ADDRESS	APN	DATE	NAME	DESCRIPTION	CURRENT EVALUATION
260 N Locust St	4015026039	1914	Holy Faith Episcopal Church	Religious complex (church, rectory and school)	Appears eligible for listing in NR & CR
320-330 E Manchester Bl	4021013018	1948	Bank of America	Branch bank, rear parking lot	Appears eligible for listing in CR

[80] Based upon its age, this property appears to meet National Register Criterion Consideration D for cemeteries.

ADDRESS	APN	DATE	NAME	DESCRIPTION	CURRENT EVALUATION
3900 W Manchester Bl	4025001002	1967	The Forum	Multi-purpose indoor arena, surrounding parking lot	Listed in NR and CR
100 N Market St/307 E Queen St	4021007024	1927	Former Bank of Inglewood (now Vajra Books & Gifts)	Two-story mixed-use commercial building	Appears eligible for listing in NR & CR
115 N Market St	4021008006	1949	Former Fox Theater	Neighborhood movie theater	Listed in NR and CR
158-170 N Market St	4021007012	1967	Former United Bank of California (now Broadway Federal Bank)	Branch bank, rear parking lot	Appears eligible for listing in CR
129-139 S Market St	4021009031	1941, addition and remodel 1954	Former J.C. Penney (now Inglewood Marketplace)	Two-story retail commercial building	Appears eligible for listing in CR
149-155 S Market St/231-239 E Manchester Bl	4021009017	1928	Professional Building	Two-story mixed-use commercial building	Appears eligible for listing in CR
150 S Market St	4021010015	1927, remodel c. 1965	Former People's Federal Building & Loan Association (now World Hat & Boot Mart)	Two-story mixed-use commercial building	Appears eligible for listing in CR
619-635 S Prairie Ave	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	Two-story chapel and mortuary building	Appears eligible for listing in CR
720 E Florence Ave[81]	4012031930	1905	Inglewood Park Cemetery	Cemetery	Appears eligible for listing in NR & CR

[81] The parcel situated within the Expanded Study Area (APN 4012031930) has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E Florence Avenue (APN 4012031027).

Figure 6. MAP OF HISTORICAL RESOURCES (LOCALLY PREFERRED ALTERNATIVE)

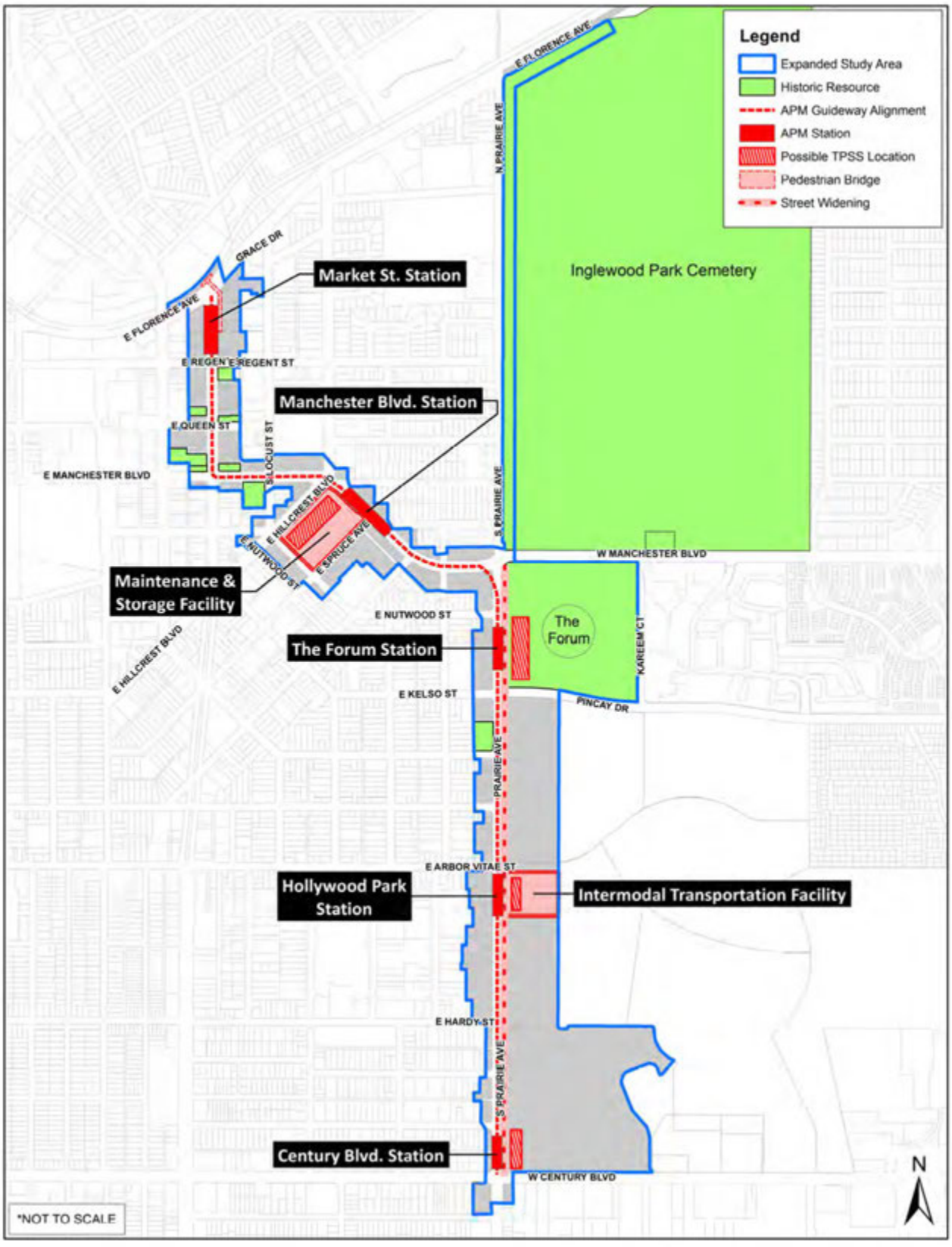
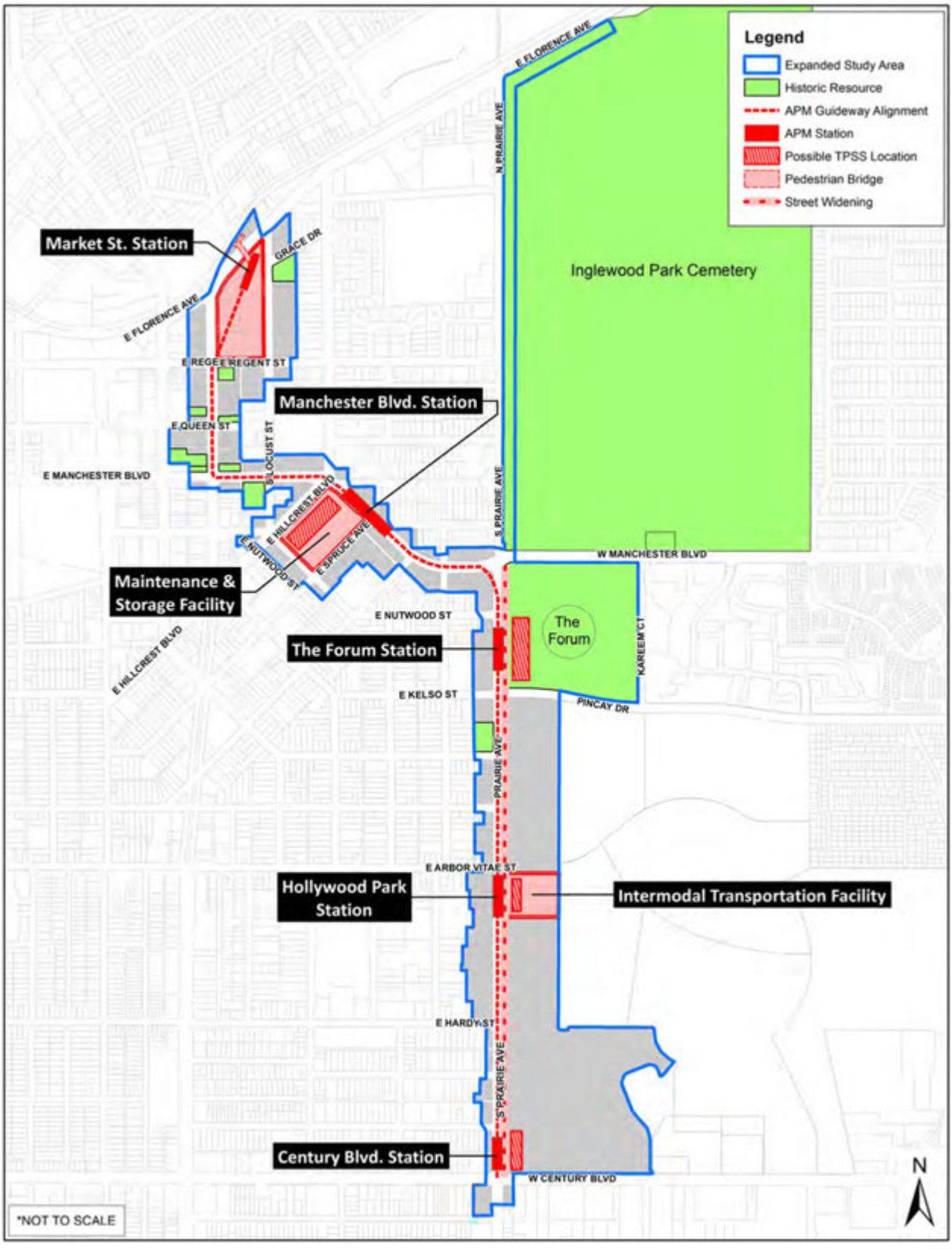


Figure 7. MAP OF HISTORICAL RESOURCES (MARKET STREET STATION ALTERNATIVE)



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7.1 Framework for Analysis

Guidelines for Implementation of CEQA are codified at Title 14 California Code of Regulations section 15000 et seq. The *CEQA Guidelines* state that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."[82] A "substantial adverse change in the significance of a historical resource" means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[83]

The CEQA Guidelines go on to state that "[t]he significance of a historical resource is materially impaired when a project…"[d]emolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources… local register of historical resources… or its identification in a historical resources survey."[84]

Thus, an evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historical resource, and if so, (2) a determination of whether the proposed project will result in a substantial adverse change in the significance of the historical resource.

7.2 Analysis of Direct Impacts

This section analyzes the potential for the Project to have a direct impact on any historical resources under CEQA. As discussed above, the significance of a historical resource is materially impaired, and constitutes a substantial adverse change in the significance of that historical resource, if the project would materially alter in an adverse manner those physical characteristics of the resource or its immediate surroundings that convey its historical significance and justify its inclusion in the California Register, local register, or historical resource survey. The significance of a historical resource may be materially impaired through project impacts both direct and indirect. Thus, the potential for this Project to impact a historical resource, either directly or indirectly, is analyzed.

As described above, much of the Project will be constructed within the public right-of-way,[85] including the elevated APM guideway set on single or dual support columns, and five APM Stations. However, several Project components will be constructed on parcels immediately adjacent to the public right-of-way. Under the Locally Preferred Alternative,

[82] *CEQA Guidelines*, Section 15064.5(b).
[83] Ibid., Section 15064.5(b)(1).
[84] Ibid., Section 15064.5(b)(2).
[85] The public right-of-way extends to the front property line on each side of the street, including the roadway and sidewalks.

these include the vertical circulation elements for each of the five APM stations; the landing for a pedestrian bridge; the Maintenance & Storage Facility; the Intermodal Transportation Facility; up to four Traction Power Substations; and the widening of Prairie Avenue. Under the Market Street Station Alternative, these also include the alternate location for the Market Street Station, and an alternate location for the Market Street Station pedestrian bridge. Thus, the Project does have the potential to directly impact historical resources.

This report has identified two (2) historical resources within the Project Area for the Locally Preferred Alternative and the Market Street Station Alternative that could be directly impacted by the Project. Potential impacts to each of these resources are described below.

3900 W. Manchester Boulevard (The Forum)

The Forum property is located within the Project Area for the Locally Preferred Alternative and the Market Street Station Alternative, situated along the east side of the APM alignment as it travels north/south along Prairie Avenue. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Prairie Avenue between Manchester and Century boulevards. Additionally, Prairie Avenue will be widened to the east, encroaching into the Forum property along its western boundary. With this street widening, additional Project components will be constructed on what is now the Forum parking lot, including the support columns east of the APM guideway; vertical circulation elements for the Forum Station; and possibly a Traction Power Substation.

The Project will not physically alter the Forum building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will alter a portion of the Forum's surface parking lot, which is identified as a character-defining feature in the National Register nomination. The Project will take approximately 20 to 25 feet of the parking lot along its western edge for the widening of Prairie Avenue between Nutwood and Kelso streets, thereby changing the original dimensions of the site. Despite this alteration, the parking lot will retain its overall character as an expansive, on-grade, asphalt-paved parking area surrounding the Forum building on all sides.

Additionally, the Project includes new construction on the Forum site, including support columns for the APM guideway; and vertical circulation elements such as escalators, elevators, stairs for the Forum Station. The Project may also construct a 3,000-square-foot Traction Power Substation at the southwest corner of the Forum site. All of these new features will be constructed within or immediately adjacent to the pubic right-of-way of the newly relocated sidewalk on the east side of Prairie Avenue. Proportionally, the new construction will be much smaller in scale as compared to the Forum building and to the parking lot itself, both of which are quite massive. These new features will be situated along the property's western edge, and thus there will be a substantial physical

distance between the new construction and the Forum building itself. Thus, the Project will not alter the relationship between the Forum building and its immediate surroundings in any meaningful way.

The motorist's view of the Forum from Prairie Avenue looking east will be partially obscured by the new construction. However, pedestrian views from the new sidewalk on the east side of Prairie will remain largely intact with only minimal impairment. Views of the Forum building looking south from Manchester will remain unimpaired. Overall, the new construction will not block or obscure important views of the Forum building, as there will remain multiple vantage points from which the building can be observed without obstruction. The Forum site will retain its essential character as a large circular structure set at the center of a sprawling, generally open site with largely unobstructed views from all sides.

Because the Project will not physically alter the Forum building; will not block or obscure important views of the Forum building; and will only alter a portion of the Forum parking lot; the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Forum will continue to convey its historic significance as a 1960s New Formalist-style arena in Inglewood. Therefore, direct impacts to the Forum as a result of the Project will be less than significant.

150 S. Market Street (former People's Federal Building & Loan Association)

The former People's Federal Building & Loan Association building is located within the Project Area for the Locally Preferred Alternative and the Market Street Station Alternative. The building is situated along the APM alignment at the northeast corner of Market Street and Manchester Boulevard. As described above, the Project will construct an elevated APM guideway set on support columns within the public rights-of-way of Market Street and Manchester Boulevard. Traveling southbound, the APM guideway will run along Market Street south to Manchester Boulevard, where it will make a left-hand turn to continue east on Manchester.[86]

Due to the existing conditions at the intersection of Market and Manchester, and the requirements of the new constriction, the APM guideway and/or support columns may touch the property on the northeast corner. Existing conditions include the relative narrowness of Market Street, the required width of the guideway, the required guideway turning radius, and the absence of front and side building setbacks on Market Street and Manchester Boulevard. For the purpose of this report, it is presumed that the Project will acquire this property and demolish the former People's Federal Building & Loan Association building.

[86] Traveling northbound, the APM guideway will run along Manchester Boulevard west to Market Street, where it will make a right-hand turn to continue north on Market.

Because the Project is presumed to demolish the former People's Federal Building & Loan Association building, the Project will result in a significant impact to the historical resource. The demolition of a historical resource cannot be mitigated to a less than significant level.

7.3 Analysis of Indirect Impacts

This section analyzes the potential for the Project to have an indirect impact on any historical resources under CEQA. As discussed above, the significance of a historical resource is materially impaired, and constitutes a substantial adverse change in the significance of that historical resource, if the project would materially alter in an adverse manner those physical characteristics of the resource or its immediate surroundings that convey its historical significance and justify its inclusion in the California Register, local register, or historical resource survey. The significance of a historical resource may be materially impaired through project impacts both direct and indirect. Thus, the potential for this Project to impact a historical resource, either directly or indirectly, is analyzed.

As described above, much of the Project will be constructed within the public right-of-way,[87] including the elevated APM guideway set on support columns, and five APM Stations. An Expanded Study Area has been defined to encompass what is expected to be the maximum extent within which project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides. In addition, where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction have been included in the Expanded Study Area. This includes parcels adjacent to or across from the Maintenance & Storage Facility site; the Intermodal Transportation Facility site; the sites where the pedestrian bridges will land; and the four possible Traction Power Substation sites. Under the Market Street Station Alternative, this also includes parcels adjacent to or across from the block where the elevated APM guideway and Market Street Station would be constructed. The Project has the potential to indirectly impact historical resources within the Expanded Study Area.

This report has identified six (6) historical resources within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative that could be indirectly impacted by the Project. Potential impacts to each of these resources are described below.

320-330 E. Manchester Boulevard (Bank of America)

The Bank of America building is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As described

[87] The public right-of-way extends to the front property line on each side of the street, including the roadway and sidewalks.

above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Manchester Boulevard, between Market Street and Prairie Avenue. The Bank of America building is located on the south side of Manchester Boulevard, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the Bank of America building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along the south side of Manchester Boulevard, substantially altering the way in which the Bank of America building will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its two publicly-visible facades, on Manchester Boulevard (primary) and Locust Street (secondary). The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of Manchester Boulevard buildings at a height potentially as low as the second story. Additionally, support columns will be placed on the sidewalk, immediately in front of or adjacent to the building.

Due to the required width of the guideway, and the absence of front building setbacks on Manchester Boulevard, the Project will block and/or obscure important views of the historical resource, and particularly of its primary façade. Specifically, views of the building from the north side of Manchester—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective. The building's secondary façade along Locust Street will not be obscured by the Project.

Because the Project will block and/or obscure important views of the Bank of America building's primary façade, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the Bank of America to convey its historic significance as a 1940s PWA Moderne-style bank building will be impaired. Therefore, indirect impacts to the Bank of America building as a result of the Project will be significant.

100 N. Market St/307 E Queen Street (former Bank of Inglewood)

The former Bank of Inglewood building is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Florence Avenue and Manchester Boulevard. The former Bank of Inglewood building is located on the east

side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the former Bank of Inglewood building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, substantially altering the way in which the former Bank of Inglewood will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its two publicly-visible facades, on Market Street (primary) and Queen Street (secondary). The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of Market Street buildings at a height potentially as low as the second story. Additionally, support columns will be placed on the sidewalk, immediately in front of or adjacent to the building.

Due to the relative narrowness of Market Street, the required width of the guideway, and the absence of front building setbacks, the Project will block and/or obscure important views of the historical resource, and particularly of its primary façade. Specifically, views of the building from the west side of Market—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective. The building's secondary façade along Queen Street will not be obscured by the Project.

Because the Project will block and/or obscure important views of the former Bank of Inglewood building's primary façade, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the former Bank of Inglewood to convey its historic significance as a 1920s Mediterranean Revival-style bank building will be impaired. Therefore, indirect impacts to the former Bank of Inglewood building as a result of the Project will be significant.

115 N. Market Street (former Fox Theater)

The former Fox Theater building is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Florence Avenue and Manchester Boulevard. The former Fox Theater building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the former Fox Theater building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, substantially altering the way in which the former Fox Theater will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its Market Street façade, which is its only publicly-visible façade. The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of Market Street buildings at a height potentially as low as the second story. At the Fox Theater, the guideway's western edge could come within just a few feet or less of the theater's projecting marquee, which overhangs the sidewalk.[88] Additionally, support columns will be placed on the sidewalk, immediately adjacent to the building. The placement of these supports has been shifted to avoid placing a column directly in front of the theater, in order to minimize the visual impact; however, the impact cannot be eliminated.

Due to the relative narrowness of Market Street, the required width of the guideway, and the absence of front building setbacks, the Project will block and/or obscure important views of the historical resource, and particularly of its primary façade. Specifically, views of the building from the west side of Market—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective.

Because the Project will block and/or obscure important views of the former Fox Theater building's primary façade, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the former Fox Theater to convey its historic significance as a 1940s Late Moderne-style movie theater building will be impaired. Therefore, indirect impacts to the former Fox Theater building as a result of the Project will be significant.

158-170 N. Market Street (former United Bank of California)

The former United Bank of California building is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As

[88] In current Project plans, the distance between the edge of the guideway and the theater marquee is not dimensioned. However, it appears possible that the guideway could come within inches of the marquee.

described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Florence Avenue and Manchester Boulevard. The former United Bank of California building is located on the east side of Market Street, immediately adjacent to where the new APM guideway will be located.[89]

The Project will not physically alter the former United Bank of California building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, substantially altering the way in which the former United Bank of California will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its two publicly-visible façades, on Market Street (primary) and Regent Street (secondary). The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of Market Street buildings at a height potentially as low as the second story. Additionally, support columns will be placed on the sidewalk, immediately in front of or adjacent to the building.

Due to the relative narrowness of Market Street, the required width of the guideway, and the absence of front building setbacks on Market Street, the Project will block and/or obscure important views of the historical resource, and particularly of its primary façade. Specifically, views of the building from the west side of Market—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective. The building's secondary façade along Regent Street will not be obscured by the Project.

Because the Project will block and/or obscure important views of the former United Bank of California building's primary façade, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the former United Bank of California to convey its historic significance as a 1960s Late Modern-style bank building will be impaired. Therefore, indirect impacts to the former United Bank of California building as a result of the Project will be significant.

[89] The drive-thru automated teller building across the street is not considered part of the bank building.

129-139 S. Market Street (former J.C. Penney)

The former J.C. Penney building is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Florence Avenue and Manchester Boulevard. The former J.C. Penney building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the former J.C. Penney building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, substantially altering the way in which the former J.C. Penney will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its Market Street façade, which is its only publicly-visible façade. The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of Market Street buildings at a height potentially as low as the second story. Additionally, support columns will be placed on the sidewalk, immediately in front of or adjacent to the building.

Due to the relative narrowness of Market Street, the required width of the guideway, and the absence of front building setbacks, the Project will block and/or obscure important views of the historical resource, and particularly of its primary façade. Specifically, views of the building from the east side of Market—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective.

Because the Project will block and/or obscure important views of the former J.C. Penney building's primary façade, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the former J.C. Penney to convey its historic significance as a 1950s Mid-Century Modern-style department store building will be impaired. Therefore, indirect impacts to the former J.C. Penney building as a result of the Project will be significant.

149-155 S. Market Street/231-239 E Manchester Boulevard (Professional Building)

The Professional Building is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As described above, the Project will construct an elevated APM guideway set on support columns within the

public right-of-way of Market Street between Florence Avenue and Manchester Boulevard. The Professional Building is located on the west side of Market Street, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the Professional Building in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. However, the Project will erect a substantial new physical structure immediately in front of and within close proximity to the buildings along Market Street, substantially altering the way in which the Professional Building will be viewed and experienced by pedestrians and motorists. The building's historic significance is conveyed through its two publicly-visible facades, on Market Street (primary) and Manchester Boulevard (secondary). The APM guideway will be elevated above the roadway and sidewalks, passing directly in front of Market Street buildings at a height potentially as low as the second story. Additionally, support columns will be placed on the sidewalk, immediately in front of or adjacent to the building.

Due to the relative narrowness of Market Street, the required width of the guideway, and the absence of front building setbacks, the Project will block and/or obscure important views of the historical resource, and particularly of its primary façade. Specifically, views of the building from the east side of Market—a critical vantage point from which to observe the building's overall scale, massing, and composition—will be obstructed by the new APM guideway. Moreover, vantage points from which to achieve unobstructed views of the building's primary façade will largely be limited to the sidewalk directly in front of the building. Because the building is set at the sidewalk, it is difficult to appreciate the building's overall design from this perspective. The building's secondary façade along Manchester Boulevard will not be obscured by the Project.

Because the Project will block and/or obscure important views of the Professional Building, and will considerably limit the vantage points from which the building can be observed without obstruction, the Project will result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the ability of the Professional Building to convey its historic significance as a 1920s Spanish Colonial Revival-style commercial building will be impaired. Therefore, indirect impacts to the Professional Building as a result of the Project will be significant.

7.4 Analysis of No Impact

This report has identified three (3) historical resources within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative that will not be impacted by the Project, either directly or indirectly. Potential impacts to each of these resources, or lack thereof, are described below.

260 N. Locust Street (Holy Faith Episcopal Church)

The Holy Faith Episcopal Church property is located within the Expanded Study Area for the Market Street Station Alternative only.[90] As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Market Street between Florence Avenue and Manchester Boulevard. Under the Market Street Station Alternative, the APM guideway north of Regent Street will bear east off of the public right-of-way and onto the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street. This block will be acquired and the existing one-story shopping center and restaurant buildings demolished to accommodate new construction of the elevated APM guideway and Market Street Station. The Holy Faith Episcopal Church property is situated across Locust Street from this block.

The Project will not physically alter the Holy Faith Episcopal Church property in any way. The buildings will remain in their original locations and will retain all of their significant character-defining features and materials. The Project will erect substantial new physical structures across the street from the Holy Faith Episcopal Church property, thereby changing its physical surroundings to the west. However, the new construction will be separated from the Holy Faith Episcopal Church property by the width of a residential street, and thus will not interfere with existing visual and/or spatial relationships between the property and its immediate surroundings. The new construction will not block or obscure important views of the church property. Due to the physical separation between the church property and the new construction, views of the historical resource from the surrounding streets and sidewalks will not be altered.

Moreover, the existing development to be demolished has no historical relationship to the church property, which predates it by some five decades. The existing development largely turns its back to buildings on Locust Street, including the church property, with most of the shopping center buildings oriented onto the surface parking lot to the west. The church property's surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The buildings to be demolished do not contribute to the understanding of the significance of the historical resource, therefore their demolition will not alter the way in which the church property will be viewed or experienced.

Because the Project will not physically alter the Holy Faith Episcopal Church property, will not block or obscure important views, and will not alter its surroundings in any meaningful way, the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Holy Faith Episcopal Church property will continue to convey its historic significance as an early

[90] This property is not within the Project Area or the Expanded Study Area for the Locally Preferred Alternative.

20th-century Late Gothic Revival-style religious complex in Inglewood. Therefore, there will be no impact to the Holy Faith Episcopal Church property as a result of the Project.

619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

The Lighthouse McCormick Mortuary property is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. As described above, the Project will construct an elevated APM guideway set on support columns within the public right-of-way of Prairie Avenue between Manchester and Century boulevards. The Lighthouse McCormick Mortuary property is located on the west side of Prairie Avenue, immediately adjacent to where the new APM guideway will be located.

The Project will not physically alter the Lighthouse McCormick Mortuary property in any way. The building will remain in its original location and will retain all of its significant character-defining features and materials. The Project will erect a substantial new physical structure immediately in front of the mortuary property, thereby changing its physical surroundings to the east. The APM guideway will be elevated above the roadway and sidewalks, passing in front of the mortuary building at a height potentially as low as the second story. Additionally, support columns will be placed on the sidewalk in front of the building. As a result, some views of the mortuary building will be obstructed by the new construction. However, the mortuary's primary façade is set back from the sidewalk behind a front lawn, and thus there will be a physical separation between the building and the new construction. Due to this separation, full views of the mortuary building from multiple vantage points will remain unimpaired. Views of the mortuary building from the west side of Prairie Avenue and from La Palma Drive will not be altered. Views of the mortuary building from the east side of Prairie Avenue will be obscured by the APM; however, these views are not critical to understanding the significance of the historical resource.

Moreover, the mortuary property's surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The addition of the APM along Prairie Avenue will not alter the way in which the mortuary church property will be viewed or experienced, and will not interfere with existing visual and/or spatial relationships between the property and its surroundings in any meaningful way.

Because the Project will not physically alter the Lighthouse McCormick Mortuary property, will not block or obscure important views, and will not alter its surroundings in any meaningful way, the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Lighthouse McCormick Mortuary property will continue to convey its historic significance as a mid-20th century American Colonial Revival-style mortuary building in Inglewood. Therefore, there will be no impact to the Lighthouse McCormick Mortuary property as a result of the Project.

720 E. Florence Avenue (Inglewood Park Cemetery)

The Inglewood Park Cemetery property is located within the Expanded Study Area for the Locally Preferred Alternative and the Market Street Station Alternative. The cemetery is situated along the APM alignment at the northeast corner of Manchester Boulevard and Prairie Avenue. As described above, the Project will construct an elevated APM guideway set on support columns within the public rights-of-way of Manchester Boulevard and Prairie Avenue. Traveling southbound, the APM guideway will run along Manchester Boulevard east to Prairie Avenue, where it will make a right-hand turn to continue south on Prairie.[91]

The Project will not physically alter the Inglewood Park Cemetery property in any way. The cemetery will remain in its original location and will retain all of its significant character-defining features and materials. The Project will erect a substantial new physical structure immediately adjacent to the cemetery property, thereby changing its physical surroundings to the southwest. However, The Project will not block or obscure important views of the cemetery property. The APM will run along Manchester Boulevard west of the cemetery, and along Prairie Avenue south of the cemetery. Thus, the APM will not run along the perimeter of the cemetery property at any point. At the intersection of Manchester and Prairie, the AMP will make a turn, touching the parcel at the southwest corner; the cemetery property is situated at the northeast corner. Thus, there will be a physical separation between the cemetery property and the new construction. At the intersection, support columns for the guideway will be placed on the sidewalk at the northwest, southwest, and southeast corners; no support columns will be placed at the northeast corner. Full views of the cemetery property from multiple vantage points along Prairie Avenue and Manchester Boulevard will remain unimpaired.

Moreover, the cemetery property's surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The addition of the APM will not alter the way in which the cemetery property will be viewed or experienced, and will not interfere with existing visual and/or spatial relationships between the property and its surroundings in any meaningful way. Furthermore, the most significant features of the Inglewood Park Cemetery—including the Grace Chapel (1907), Inglewood Mausoleum (1915), Mausoleum of the Golden West (1930s), and main entrance walls and gates—are clustered in the northernmost portion of the cemetery grounds or situated along Florence Avenue, whereas the Project's new construction will be southwest of the cemetery property.

Because the Project will not physically alter the Inglewood Park Cemetery property, will not alter its surroundings in any meaningful way, and will not block or obscure

[91] Traveling northbound, the APM guideway will run along Prairie Avenue north to Manchester Boulevard, where it will make a left-hand turn to continue west on Manchester.

important views, the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Inglewood Park Cemetery will continue to convey its historic significance as an early 20th-century cemetery in Inglewood. Therefore, there will be no impact to the Inglewood Park Cemetery property as a result of the Project.

7.5 Cumulative Impact Analysis

No historic district has been identified within the Project Area or Expanded Study Area for the Locally Preferred Alternative or the Market Street Station Alternative. Thus, there is no potential for cumulative impacts to historical resources as a result of the proposed Project. Other projects in the vicinity are responsible for conducting their own CEQA review, including analysis of potential impacts to historical resources.

7.6 Summary of Impacts

To summarize, the Project will result in both direct and indirect impacts to historical resources un CEQA. Of the eleven (11) historical resources identified in the Project Area and/or Expanded Study Area for the Locally Preferred Alternative and/or the Market Street Station Alternative, the Project will have a significant impact on seven (7) resources, and a less than significant impact on one (1) resource. There will be no impact to the remaining three (3) properties as a result of the Project.

Summary List of Impacts

ADDRESS	APN	NAME/ DESCRIPTION	NO IMPACT	LESS THAN SIGNIFICANT IMPACT	SIGNIFICANT IMPACT (TO BE MITIGATED)	SIGNIFICANT IMPACT (CANNOT BE MITIGATED)
260 N Locust St	4015026039	Holy Faith Episcopal Church	✓			
320-330 E Manchester Bl	4021013018	Bank of America				✓
3900 W Manchester Bl	4025001002	The Forum		✓		
100 N Market St/307 E Queen St	4021007024	2-story mixed-use commercial building (Vajra Books & Gifts, former Bank of Inglewood)				✓
115 N Market St	4021008006	1-story neighborhood movie theater (former Fox Theater)				✓
158-170 N Market St	4021007012	Broadway Federal Bank (former United Bank of California)				✓

ADDRESS	APN	NAME/ DESCRIPTION	NO IMPACT	LESS THAN SIGNIFICANT IMPACT	SIGNIFICANT IMPACT (TO BE MITIGATED)	SIGNIFICANT IMPACT (CANNOT BE MITIGATED)
129-139 S Market St	4021009031	2-story retail commercial building (former J.C. Penney)				✓
149-155 S Market St/231-239 E Manchester Bl	4021009017	2-story commercial mixed-use building (Professional Building)				✓
150 S Market St	4021010015	2-story mixed-use commercial building (World Hat & Boot Mart, former People's Federal Building & Loan Association)				✓
619-635 S Prairie Ave	4021038027	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	✓			
720 E Florence Ave[92]	4012031930	Inglewood Park Cemetery	✓			

[92] The parcel situated within the Expanded Study Area (APN 4012031930) has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E Florence Avenue (APN 4012031027).

As described above, the Project will have a significant impact on seven (7) historical resources under CEQA. These include direct impacts resulting from demolition and indirect impacts from adjacent new construction. Due to the nature of these significant impacts, none can be mitigated to a less than significant level, thereby resulting in a substantial adverse change in the significance of those historical resources.

While it may not be possible to mitigate all significant impacts to historical resources to a less than significant level, CEQA requires that all feasible mitigation be undertaken to reduce significant impacts to the extent possible. For this reason, recommended mitigation measures to help reduce significant impacts to each of the historical resources are described below.

8.1 Significant Direct Impacts from Demolition

One (1) historical resource may be demolished as a result of the Project. For the purpose of this report, it is presumed that the Project will acquire the property at 150 S. Market Street and demolish the former People's Federal Building & Loan Association building, thereby resulting in a substantial adverse change in the significance of the historical resource. Demolition of a historical resource is a significant impact that cannot be mitigated to a less than significant level. However, it is recommended that the follow mitigation measure be implemented to reduce the significant impact to the extent possible.

- The former People's Federal Building & Loan Association building shall be documented to HABS Level III prior to demolition. HABS Level III documentation includes a sketch plan, photographs with large-format negatives or exterior and interior views, and the completion of an architectural data form. Copies of the completed HABS documentation shall be archived with the South Central Coast Information Center at California State University, Fullerton, as well as with the Los Angeles Conservancy and the Inglewood Public Library. An additional archival copy of the documentation shall be offered to the Inglewood Historic Preservation Alliance.

8.2 Significant Indirect Impacts from Adjacent New Construction

Six (6) historical resources will be indirectly impacted by the Project. These include the Bank of America building at 320-330 E. Manchester Boulevard, the former Bank of Inglewood building at 100 N. Market St/307 E Queen Street, the former Fox Theater building at 115 N. Market Street, the former United Bank of California building at 158-170 N. Market Street, the former J.C. Penney building at 129-139 S. Market Street, and the Professional Building at 149-155 S. Market Street/231-239 E Manchester Boulevard. Due to the required location and scale of the new construction, and its proximity to these historical resources, the Project will result in significant indirect impacts that cannot be mitigated to a less than significant level. However, it is

recommended that the follow mitigation measures be implemented to reduce significant impacts to the extent possible.

- Wherever the elevated APM guideway will come into close proximity with a historical resource, the guideway shall be situated with as much distance from the resource's publicly-visible façades as is feasible to minimize visual impacts.
- Wherever support columns will come into close proximity with a historical resource, they shall be situated with as much distance from the resource's publicly-visible façades as is feasible; and to the extent possible, the placement of the columns shall be shifted to either side of the resource rather than directly in front of it, to minimize visual impacts.
- Wherever APM station vertical circulation elements—such as escalators, elevators, and stairs—will come into close proximity with a historical resource, they shall be situated with as much distance from the resource's publicly-visible façades as is feasible; and to the extent possible, the placement of these elements shall be shifted to either side of the resource rather than directly in front of it, to minimize visual impacts.
- Prior to the issuance of permits, the Applicant will provide a demolition and shoring plan to ensure the proper protection and treatment of any adjacent historical resources during construction. The plan will be prepared by a qualified structural engineer with relevant experience in historic preservation projects, and will include appropriate measures to protect the adjacent historical resource from damage due to demolition, excavation, vibration, soil settlement, and general construction activities. The plan will be submitted for review and approval by the City of Inglewood.

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APPENDIX A: FIELD PHOTOGRAPHS



260 N. Locust Street, Holy Faith Episcopal Church *(Northeast view).*



260 N. Locust Street, Holy Faith Episcopal Church *(Southeast view).*



260 N. Locust Street, Holy Faith Episcopal Church and School *(Southwest view).*



260 N. Locust Street, Holy Faith Episcopal Church and Rectory *(East view).*



320-330 E. Manchester Boulevard, Bank of America *(Southwest view).*



320-330 E. Manchester Boulevard, Bank of America *(South view).*



320-330 E. Manchester Boulevard, Bank of America *(Southeast view).*



3900 W. Manchester Boulevard, The Forum *(East view).*



3900 W. Manchester Boulevard, The Forum *(East view, detail).*



3900 W. Manchester Boulevard, The Forum and Los Angeles Stadium *(Southeast view).*



3900 W. Manchester Boulevard, The Forum *(East view).*



100 N. Market Street/307 E. Queen Street, former Bank of Inglewood *(Northeast view).*

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100 N. Market Street/307 E. Queen Street, former Bank of Inglewood *(East view, detail).*



115 N. Market Street, former Fox Theater *(Northwest view).*



115 N. Market Street, former Fox Theater *(West view).*



115 N. Market Street, former Fox Theater *(Southwest view, detail).*



115 N. Market Street, former Fox Theater *(Southwest view).*



158-170 N. Market Street, former United Bank of California *(East view).*



158-170 N. Market Street, former United Bank of California *(Southeast view).*



129-139 S. Market Street, former J.C. Penney (*Southwest view).*



129-139 S. Market Street, former J.C. Penney *(Northwest view).*



149-155 S. Market Street/231-239 E. Manchester Boulevard, Professional Building *(Northwest view).*



149-155 S. Market Street/231-239 E. Manchester Boulevard, Professional Building *(Northeast view).*



149-155 S. Market Street/231-239 E. Manchester Boulevard, Professional Building *(Southwest view, detail).*



150 S. Market Street, former People's Federal Building & Loan Association *(Northeast view).*



150 S. Market Street, former People's Federal Building & Loan Association *(North view).*



150 S. Market Street, former People's Federal Building & Loan Association *(Northeast view, detail).*



619-635 S. Prairie Avenue, Lighthouse McCormick Mortuary *(Northwest view).*

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619-635 S. Prairie Avenue, Lighthouse McCormick Mortuary *(West view).*



619-635 S. Prairie Avenue, Lighthouse McCormick Mortuary *(Northwest view).*



720 E. Florence Avenue, Inglewood Park Cemetery, main entrance *(Southwest view).*



720 E. Florence Avenue, Inglewood Park Cemetery, Grace Chapel *(Southeast view).*



720 E. Florence Avenue, Inglewood Park Cemetery, Inglewood Mausoleum *(Northeast view).*



720 E. Florence Avenue, Inglewood Park Cemetery, Mausoleum of the Golden West *(North view).*



720 E. Florence Avenue, Inglewood Park Cemetery *(West view).*



Market Street, looking south toward Queen Street.

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Market Street, looking north from Queen Street.



Market Street, looking north from Manchester Boulevard.



Manchester Boulevard, looking east toward Market Street.



Manchester Boulevard, looking west toward Market Street.



Manchester Boulevard, looking west from Locust Street.



Prairie Avenue, looking north from Kelso Street.

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The Forum and Los Angeles Stadium from Inglewood Park Cemetery (Southwest view).

APPENDIX B: LIST OF PARCELS IN THE PROJECT AREA AND EXPANDED STUDY AREA

The following is a complete listing of all parcels examined as part of the Project Area and Expanded Study Area for the Inglewood Transit Connector project's Locally Preferred Alternative and Market Street Station Alternative. This includes all parcels fronting the alignment right-of-way on both sides, and all parcels where new construction is proposed—including the Maintenance & Storage Facility (MSF) site; the Intermodal Transportation Facility site; the four possible Traction Power Substation sites; the alternate site for the Market Street Station; the sites where vertical circulation elements for the five APM stations will land; and the sites where pedestrian bridges will land. Where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction are also included.

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
617 E Buckthorn St	4021044009	1925	Single-family residence	X					
4000 W Century Bl	4034004026	1963	Three 1-story commercial buildings, parking lot	X					
4001 W Century Bl	4024044014	c. 2000	Portion of a site containing a Chevron gas station and McDonald's	X					
300 E Florence Ave	4015027031	1967	Fiesta Martin Bar & Grill, shopping center parking lot	X					Market St Station Alt site
310 E Florence Ave	4015027030	1973							Market St Station Alt site
317 E Florence Ave	4015019902	0	Vacant lot					Florence Ave ped bridge	
319 E Florence Ave	4015019904	0	Vacant lot					Florence Ave ped bridge	
325 E Florence Ave	4015019905	0	Vacant lot					Florence Ave ped bridge	
327 E Florence Ave	4015019906	0	Vacant lot					Florence Ave ped bridge	
330 E Florence Ave	4015027029	1978							Market St Station Alt site
333 E Florence Ave	4015019907	0	Vacant lot					Florence Ave ped bridge	

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
335 E Florence Ave	4015019908	0	Vacant lot					Florence Ave ped bridge	
409 Grace Ave	4015021044	1986	Strip mall, parking lot						Market St Station Alt adjacent
336 E Hillcrest Bl	4021023001	1962	5-story office building		MSF adjacent				
401 E Hillcrest Bl	4021012014	1953	New Wave Property, 1-story commercial office building, parking lot		MSF adjacent				
401 E Hillcrest Bl/256 S Locust St	4021012007	1946	Emerald Chateau, J.J.'s Bistro, 1-story commercial office building		MSF adjacent				
421-427 E Hillcrest Bl	4021012011	1949	Kali Squeeze, 1-story commercial storefront building		MSF adjacent				
431 E Hillcrest Bl	4021012010	1959	McCormick Ambulance, 1-story commercial office, parking lot		MSF adjacent				
110 S La Brea Ave	4021009037	1987	5-story office building (on La Brea), rear parking lot (on Market)	X					
130 N Locust Ave	4021006027	1970	Forum Dental Group, 1-story office building						Market St Station Alt adjacent
151 N Locust Ave	4021007026	1977	Regent Towers, 7-story apartment complex						Market St Station Alt adjacent
200-202 N Locust Ave/405-413 E Regent St	4015026038	1950							Market St Station Alt adjacent
204 N Locust Ave	4015026037	1933	Single-family residence						Market St Station Alt adjacent
208 N Locust Ave	4015026029	1941	Single-family residence						Market St Station Alt adjacent

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
212 N Locust Ave	4015026028	1931	Single-family residence						Market St Station Alt adjacent
218 N Locust Ave	4015026027	1947	Single-family residence						Market St Station Alt adjacent
220 N Locust Ave	4015026026	1941	Single-family residence						Market St Station Alt adjacent
222-224 N Locust Ave	4015026025	1949	Multi-family residence						Market St Station Alt adjacent
228 N Locust Ave	4015026024	1942	Single-family residence						Market St Station Alt adjacent
232 N Locust Ave	4015026023	1949							Market St Station Alt adjacent
236 N Locust Ave	4015026022	1945							Market St Station Alt adjacent
240 N Locust Ave	4015026021	1925							Market St Station Alt adjacent
244 N Locust Ave	4015026040, 4015026041, 4015026042, 4015026043, 4015026044, 4015026046, 4015026047, 4015026048, 4015026049	1960							Market St Station Alt adjacent
248 N Locust Ave	4015026019	1951	1-story office building						Market St Station Alt adjacent
260 N Locust Ave	4015026039	1914	Holy Faith Episcopal Church (church, rectory and school)						Market St Station Alt adjacent

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
302 E Manchester Bl/200-204 S Market St	4021013019	1941	Cox Menswear, 2-story commercial building	X					
320-330 E Manchester Bl	4021013018	1948	Bank of America	X					
335-337 E Manchester Bl	4021010023	1947	2-story professional office building	X					
343-345 E Manchester Bl	4021010022	1942	2-story professional office building	X					
355 E Manchester Bl	4021010021	1966	2-story professional office building	X					
400-412 E Manchester Bl	4021012002	1962	1-story commercial storefronts	X					
401 E Manchester Bl	4021006030	1999	McDonald's, Flip It, 3 1-story commercial buildings, parking lot	X					
420-424 E Manchester Bl	4021012001	1949	1-story commercial storefronts	X					
428-440 E Manchester Bl	4021012008	1953	1-story commercial storefronts	X					
450 E Manchester Bl	4021012015	1969	Bruno's, walk-up food stand	X					
500 E Manchester Bl	4021024015	1994	Vons supermarket, Vons gas station, parking lot	X	MSF site		Possible TPSS site		
511-515 E Manchester Bl	4021025001	1938	H&R Block, Hillcrest Medical Clinic, 2-story mixed-use storefront/office building; 1-story commercial building	X					
521-525 E Manchester Bl	4021025026	1951	1-story storefront building	X					
529 E Manchester Bl	4021025017	1951	Mattress 4 Less, 1-story storefront building	X					
600-604 E Manchester Bl	4021028237	2001	Auto service garage (multiple bays)	X					
601-609 E Manchester Bl	4021027035	1962	1-story professional building	X					
614-620 E Manchester Bl	4021028024	1964	RTJ Professional Building, 2-story professional building	X					

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
652-656 E Manchester Bl	4021028025	1952	2-story storefront/office building	X					
656-660 E Manchester Bl	4021028026	1956	1-story storefront building, parking lot	X					
700 E Manchester Bl	4021036041	1960	Regal Cleaners, Martino's Liquor, 1-story commercial retail stores, parking lot	X					
708 E Manchester Bl	4021036039	1965	2-story commercial office building	X					
709 E Manchester Bl	4021027014	1906	1-story single-family residence	X					
712 E Manchester Bl	4021036040	1950	A Bright Beginning, Inc., preschool	X					
713 E Manchester Bl	4021027013	1926	1-story single-family residence	X					
714-718 E Manchester Bl	4021036004	1968	Urban scholar academy, 1-story commercial building	X					
718-732 E Manchester Bl	4021036005	1957	2-story commercial office building	X					
801 E Manchester Bl	4021027038	1988	M&M Soul Food, parking lot	X					
802 E Manchester Bl	4021036062	1970	Clean King laundromat	X					
808 E Manchester Bl	4021036025	1953	1-story commercial office building	X					
811 E Manchester Bl	4021027028	1977	Midas auto service building	X					
814 E Manchester Bl	4021036026	0	Parking lot	X					
815 E Manchester Bl	4021027027	0	Parking lot	X					
816 E Manchester Bl	4021036027	0	Parking lot	X					
831 E Manchester Bl	4021027036	1971	Sizzler, parking lot	X					
3900 W Manchester Bl	4025001002	1967	The Forum	X			Possible TPSS site		
501 Manchester Ter	4021005013	1962	Airport Gas	X					
622 Manchester Dr	4021027003	1928	1-story single-family residence	X					

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
100 N Market St/307 E Queen St	4021007024	1927	Vajra Books & Gifts, 2-story mixed-use commercial (former Bank of Inglewood)	X					
101-107 N Market St/ 229-243 Queen St	4021008912	1929	2-story mixed-use commercial	X					
110-114 N Market St	4021007020	1938	Storefronts	X					
115 N Market St	4021008006	1949	Former Fox Theater	X					
118-122 N Market St	4021007019	1930	I Sports Two, storefronts	X					
121-125 N Market St	4021008913	1924	2-story commercial building	X					
122 N Market St	4021007018	1924	Creative House, 1-story commercial storefront building	X					
124-126 N Market St	4021007017	1920	2-story commercial storefront building	X					
128 N Market St	4021007016	1924	Heart & Soul Grill, 2-story mixed-use commercial	X					
129 N Market St	4021008004	1927	Middlebar on Market	X					
132-134 N Market St	4021007015	1926	Los Angeles Bridge Unit, 1-story storefront building	X					
133-137 N Market St	4021008003	1910	1-story commercial building, three storefronts	X					
136-144 N Market St	4021007904	0	Vacant lot	X					
139 N Market St	4021008914	0	Vacant lot	X					
150-152 N Market St	4021007906	0	Vacant lot	X					
157-167 N Market St	4021008001	1907	1-story commercial storefront building	X					
158-170 N Market St	4021007012	1967	Broadway Federal Bank (former Union Bank of California)	X					
200 N Market St	4015027051	1976	Drive-thru bank tellers	X					Market St Station Alt site
205 N Market St	4015028900	0	Parking lot	X					
210 N Market St	4015027050	1976							Market St Station Alt site
213 N Market St	4015028907	0	Vacant lot	X					
219 N Market St	4015028906	0	Vacant lot	X					

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
221 N Market St	4015028905	0	Vacant lot	X					
222 N Market St	4015027049	1976							Market St Station Alt site
223 N Market St	4015028901	0	Vacant lot	X					
224 N Market St	4015027041	1969							Market St Station Alt site
226 N Market St	4015027022	0	Shopping center parking lot	X					Market St Station Alt site
230 N Market St	4015027040	1965							Market St Station Alt site
234 N Market St	4015027020	0	Shopping center parking lot	X					Market St Station Alt site
236 N Market St	4015027035	0	Shopping center parking lot	X					Market St Station Alt site
237 N Market St	4015028903	0	Vacant lot	X					
240 N Market St	4015027038	1965							Market St Station Alt site
250 N Market St	4015027033	1965		X					Market St Station Alt site
254 N Market St	4015027032	1965							Market St Station Alt site
116-126 S Market St	4021010011	1927	Magee Building, 2-story mixed-use commercial building	X					
125 S Market St	4021009027	1938	Basket Beauty Supply, 1-story commercial storefront	X					
128-130 S Market St	4021010012	1923	Handwritten LA, 2-story mixed-use commercial building	X					
132 S Market St	4021010013	1925	Smoove Fashion World, 2-story mixed-use commercial building	X					

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
129-139 S Market St	4021009031	1941, addition and remodel 1954	2-story commercial retail building (former J.C. Penney)	X					
149-155 S Market St/231-239 E Manchester Bl	4021009017	1928	2-story commercial mixed-use building	X					
150 S Market St	4021010015	1927, remodel c. 1965	World Hat & Boot Mart, 2-story mixed-use commercial building (former People's Federal Building & Loan Association)	X					
201-207 S Market St	4021014001	1935	Fashion Express, commercial storefront	X					
333 E Nutwood St	4021013008	1940	Anphon Medical Center, 1-story commercial professional building		MSF adjacent				
338 E Nutwood St, 320 E Nutwood St, 325 E Hillcrest Bl	4021016015	1936	2-story single-family residence converted to commercial office, 1-story commercial office addition, 1- and 2-story commercial building at rear		MSF adjacent				
401 S Prairie Ave	4021036049	1984	2-story office building	X					
503 S Prairie Ave	4021037001	1949	2-story commercial building	X					
517 S Prairie Ave	4021037903	c. 1950	William H. Kelso Elementary School, elementary school campus (expansion area)	X					
600 S Prairie Ave	4025011064	0	Construction site	X					
600 S Prairie Ave	4025011065	0	Construction site	X					
601 S Prairie Ave	4021038025	1966	Bourbon Street Fish, converted service station	X					
613 S Prairie Ave	4021038005	1955		X					

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
619-635 S Prairie Ave	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	X					
701 S Prairie Ave	4021044001	0	Vacant lot	X					
703 S Prairie Ave	4021044004	c. 1925	2 1½-story single-family residences	X					
711 S Prairie Ave	4021044005	1947	Single-family residence	X					
713 S Prairie Ave	4021044006	1982	Single-family residence	X					
715 S Prairie Ave	4021044007	1959	Single-family residence	X					
723 S Prairie Ave	4021044008	1922	Single-family residence	X					
801 S Prairie Ave	4024007001	1967	Forum Liquor	X					
803 S Prairie Ave	4024007004	0	Parking lot	X					
805 S Prairie Ave	4024007005	1947	1- and 2-story apartment building	X					
813 S Prairie Ave	4024007006	1945	JP Termite, 1-story commercial storefront	X					
819 S Prairie Ave	4024007007	1953	Iglesia Cristiana Hispana, 1-story commercial/industrial building	X					
823-825 S Prairie Ave	4024007008	1948	Hollywood Park Motel	X					
901 S Prairie Ave	4024008024	1985	Strip mall	X					
919 S Prairie Ave	4024008020	1959	Inglewood Gardens, 2-story apartment building	X					
923 S Prairie Ave	4024008015	1949	Inglewood Electric Supply, 2-story commercial building, 1-story commercial building, rear garage, parking lot	X					
937 S Prairie Ave	4024009004	0	Vacant lot	X					
945 S Prairie Ave	4024009005	1969	Pride Plaza, 2-story commercial retail/office building	X					
1003 S Prairie Ave	4024009007	1957	1-story commercial office	X					
1007 S Prairie Ave	4024009008	0	Vacant lot	X					

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
1011 S Prairie Ave	4024009015	1954	1-story commercial office	X					
1035 S Prairie Ave	4024009033	1971	Strip mall, Casa Rios restaurant, parking lot	X					
1101 S Prairie Ave	4024042015	1970	Chu's Chinese Restaurant, parking lot	X					
1115 S Prairie Ave	4024042016	1924	Single-family residence, other small structures	X					
1125 S Prairie Ave	4024042017	1956	2-story apartment building	X					
1135 S Prairie Ave	4024043027	1961	2-story apartment building complex	X					
1201 S Prairie Ave	4024043030	1988	Auto Mall, auto service building	X					
1225-1229 S Prairie Ave	4024044013	1927	LAX Graphics, 1-story commercial building (1225); 1-story single-family residence (1227); 2-story apartment building (1229)	X					
10004 S Prairie Ave	4032001039	1977	Church's Chicken, 1-story commercial building, parking lot	X					
300 E Queen St, 306-308 E Queen St, 100-112 S Market St	4021010010	1990	2-story mixed-use commercial building	X					
312 E Regent St	4021007011	0	Vacant lot						Market St Station Alt adjacent
331 E Spruce Ave	4021023011	1915	Tender Care, Inc., two single-family residences converted to a school		MSF adjacent				
336 E Spruce Ave	4021029009	1922	Wilder's Preparatory Academy, 1-story single-family residence converted to a school		MSF adjacent				

ADDRESS	APN	DATE	NAME/ DESCRIPTION	ALONG ALIGN-MENT	MSF	ITF	TPSS	PED BRIDGE	MARKET STREET STATION ALTER-NATIVE
430-434 E Spruce Ave	4021028125-4021028172	1989	Part of a condominium complex		MSF adjacent				
436-438 E Spruce Ave, 433-435 E Tamarack Ave	4021028173-4021028236	1989	Part of a condominium complex		MSF adjacent				
(none)	4012031930	1905	Inglewood Park Cemetery	X					
(none)	4015018900	0	Metro right-of-way					Florence Ave ped bridge	
(none)	4015027042	0	Shopping center parking lot	X					Market St Station Alt site
(none)	4015027052	0	Shopping center parking lot	X					Market St Station Alt site
(none)	4021010901	0	Parking lot	X					
(none)	4021025025	0	Parking lot	X					
(none)	4021027012	0	Vacant lot	X					
(none)	4021027015	0	Vacant lot	X					
(none)	4024007043	2003	Laundromat	X					
(none)	4025011043	0	Construction site	X					
(none)	4025011044	0	Construction site	X					
(none)	4025011046	0	Construction site	X			Possible TPSS site		
(none)	4025011050	0	Construction site	X		ITF site			
(none)	4025011901	0	Construction site	X		ITF site	Possible TPSS site		
(none)	4025011902	0	Construction site			ITF site			

Appendix 4.5

Energy

4.5.1

Existing Conditions Energy Calculations

Table 1. Summary of Annual Electricity Use During Operation

Land Use	Units	Buildout
Restaurant	kWh/yr	43,776
Restaurant	kWh/yr	173,718
Restaurant	kWh/yr	168,100
Auto Service	kWh/yr	371,800
Shopping Center	kWh/yr	140,712
Store	kWh/yr	253,899
Store	kWh/yr	57,200
Shopping Center	kWh/yr	291,720
Shopping Center	kWh/yr	84,061
Store	kWh/yr	189,618
Supermarket	kWh/yr	29,506,550
Gas Station	kWh/yr	1,707
Total Building	kWh/yr	31,282,861
Water	kWh/yr	386,833
Total Electricty	**kWh/yr**	**31,669,694**

Table 2. Summary of Annual Natural Gas Use During Operation

Land Use	Units	Buildout
Restaurant	kBTU/yr	919,600
Restaurant	kBTU/yr	311,184
Restaurant	kBTU/yr	1,194,950
Auto Service	kBTU/yr	919,600
Shopping Center	kBTU/yr	24,600
Store	kBTU/yr	44,388
Store	kBTU/yr	10,000
Shopping Center	kBTU/yr	51,000
Shopping Center	kBTU/yr	14,696
Store	kBTU/yr	33,150
Supermarket	kBTU/yr	1,570,060
Gas Station	kBTU/yr	4,222
Total Natural Gas	**kBTU/yr**	**5,097,450**

Table 3. Water by Land Use "Regulatory Compliance"

		Adjusted Baseline		
Land Use	**Units**	**Indoor/Outdoor Use**	**Indoor Use**	**Outdoor Use**
Combined	Mgal	24.06/6.62	24.06	6.62

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Los Angeles County - Los Angeles-South Coast

Indoor Water Factor	0.013021	kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111	kWh/gallon (supply, treat, and distribute)

Notes:

Electricity and Natural Gas for the uses is total operational usage. Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.

ITC - Existing Parcels

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.20	1000sqft	0.03	1,200.00	0
High Turnover (Sit Down Restaurant)	4.76	1000sqft	0.11	4,762.00	0
High Turnover (Sit Down Restaurant)	4.61	1000sqft	0.11	4,608.00	0
Automobile Care Center	44.00	1000sqft	1.01	44,000.00	0
Gasoline/Service Station	8.00	Pump	0.03	202.00	0
Regional Shopping Center	22.19	1000sqft	0.51	22,194.00	0
Regional Shopping Center	5.00	1000sqft	0.11	5,000.00	0
Regional Shopping Center	25.50	1000sqft	0.59	25,500.00	0
Regional Shopping Center	7.35	1000sqft	0.17	7,348.00	0
Regional Shopping Center	16.57	1000sqft	0.38	16,575.00	0
Regional Shopping Center	12.30	1000sqft	0.28	12,300.00	0
Supermarket	76.40	1000sqft	1.75	76,402.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing conditions.

Construction Phase - Existing conditions only.

Off-road Equipment - Existing conditions only.

ITC - Existing Parcels - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	22.00
tblLandUse	LandUseSquareFeet	4,610.00	4,608.00
tblLandUse	LandUseSquareFeet	4,760.00	4,762.00
tblLandUse	LandUseSquareFeet	1,129.40	202.00
tblLandUse	LandUseSquareFeet	16,570.00	16,575.00
tblLandUse	LandUseSquareFeet	22,190.00	22,194.00
tblLandUse	LandUseSquareFeet	7,350.00	7,348.00
tblLandUse	LandUseSquareFeet	76,400.00	76,402.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblSolidWaste	SolidWasteGenerationRate	93.36	80.45
tblSolidWaste	SolidWasteGenerationRate	430.90	500.27
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblWater	IndoorWaterUseRate	6,585,787.89	5,675,436.60
tblWater	IndoorWaterUseRate	9,417,691.62	10,933,890.66
tblWater	OutdoorWaterUseRate	4,036,450.64	3,478,493.40
tblWater	OutdoorWaterUseRate	291,268.81	338,161.57

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8976	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6600e-003	5.6600e-003	2.0000e-005	0.0000	6.0400e-003
Energy	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	1,794.9534	1,794.9534	0.0677	0.0182	1,802.0580
Mobile	5.3382	22.0365	54.0868	0.1316	9.2333	0.1646	9.3979	2.4757	0.1548	2.6305	0.0000	12,117.5981	12,117.5981	0.8441	0.0000	12,138.7003
Waste						0.0000	0.0000		0.0000	0.0000	178.4067	0.0000	178.4067	10.5435	0.0000	441.9951
Water						0.0000	0.0000		0.0000	0.0000	7.6342	123.2811	130.9154	0.7892	0.0196	156.4765
Total	**6.2650**	**22.3018**	**54.3126**	**0.1332**	**9.2333**	**0.1847**	**9.4180**	**2.4757**	**0.1749**	**2.6506**	**186.0410**	**14,035.8383**	**14,221.8793**	**12.2446**	**0.0377**	**14,539.2360**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8976	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6600e-003	5.6600e-003	2.0000e-005	0.0000	6.0400e-003
Energy	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	1,794.9534	1,794.9534	0.0677	0.0182	1,802.0580
Mobile	5.3382	22.0365	54.0868	0.1316	9.2333	0.1646	9.3979	2.4757	0.1548	2.6305	0.0000	12,117.5981	12,117.5981	0.8441	0.0000	12,138.7003
Waste						0.0000	0.0000		0.0000	0.0000	178.4067	0.0000	178.4067	10.5435	0.0000	441.9951
Water						0.0000	0.0000		0.0000	0.0000	7.6342	123.2811	130.9154	0.7892	0.0196	156.4765
Total	**6.2650**	**22.3018**	**54.3126**	**0.1332**	**9.2333**	**0.1847**	**9.4180**	**2.4757**	**0.1749**	**2.6506**	**186.0410**	**14,035.8383**	**14,221.8793**	**12.2446**	**0.0377**	**14,539.2360**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/31/2017	12/29/2017	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Excavators	0	0.00	158	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.3382	22.0365	54.0868	0.1316	9.2333	0.1646	9.3979	2.4757	0.1548	2.6305	0.0000	12,117.5981	12,117.5981	0.8441	0.0000	12,138.7003
Unmitigated	5.3382	22.0365	54.0868	0.1316	9.2333	0.1646	9.3979	2.4757	0.1548	2.6305	0.0000	12,117.5981	12,117.5981	0.8441	0.0000	12,138.7003

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,043.68	1,043.68	522.72	1,298,370	1,298,370
Gasoline/Service Station	1,348.48	1,348.48	1348.48	872,182	872,182
High Turnover (Sit Down Restaurant)	152.58	190.04	158.21	216,330	216,330
High Turnover (Sit Down Restaurant)	605.23	753.84	627.56	858,110	858,110
High Turnover (Sit Down Restaurant)	586.16	730.09	607.78	831,069	831,069
Regional Shopping Center	947.51	1,108.83	560.08	1,979,458	1,979,458
Regional Shopping Center	213.50	249.85	126.20	446,025	446,025
Regional Shopping Center	1,088.85	1,274.24	643.62	2,274,726	2,274,726
Regional Shopping Center	313.85	367.28	185.51	655,656	655,656
Regional Shopping Center	707.54	828.00	418.23	1,478,126	1,478,126
Regional Shopping Center	525.21	614.63	310.45	1,097,221	1,097,221
Supermarket	7,811.14	13,567.88	12716.02	12,316,238	12,316,238
Total	15,343.73	22,076.84	18,224.85	24,323,511	24,323,511

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Gasoline/Service Station	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
High Turnover (Sit Down Restaurant)	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Regional Shopping Center	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Supermarket	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,506.1095	1,506.1095	0.0622	0.0129	1,511.4977
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,506.1095	1,506.1095	0.0622	0.0129	1,511.4977
NaturalGas Mitigated	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	288.8439	288.8439	5.5400e-003	5.3000e-003	290.5603
NaturalGas Unmitigated	0.0292	0.2653	0.2229	1.5900e-003		0.0202	0.0202		0.0202	0.0202	0.0000	288.8439	288.8439	5.5400e-003	5.3000e-003	290.5603

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	919600	4.9600e-003	0.0451	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.0734	49.0734	9.4000e-004	9.0000e-004	49.3650
Gasoline/Service Station	4221.8	2.0000e-005	2.1000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2253	0.2253	0.0000	0.0000	0.2266
High Turnover (Sit Down Restaurant)	1.19495e+006	6.4400e-003	0.0586	0.0492	3.5000e-004		4.4500e-003	4.4500e-003		4.4500e-003	4.4500e-003	0.0000	63.7669	63.7669	1.2200e-003	1.1700e-003	64.1458
High Turnover (Sit Down Restaurant)	1.23488e+006	6.6600e-003	0.0605	0.0509	3.6000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	65.8980	65.8980	1.2600e-003	1.2100e-003	66.2896
High Turnover (Sit Down Restaurant)	311184	1.6800e-003	0.0153	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	16.6060	16.6060	3.2000e-004	3.0000e-004	16.7046
Regional Shopping Center	10000	5.0000e-005	4.9000e-004	4.1000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5336	0.5336	1.0000e-005	1.0000e-005	0.5368
Regional Shopping Center	14696	8.0000e-005	7.2000e-004	6.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7842	0.7842	2.0000e-005	1.0000e-005	0.7889
Regional Shopping Center	24600	1.3000e-004	1.2100e-003	1.0100e-003	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.3128	1.3128	3.0000e-005	2.0000e-005	1.3206
Regional Shopping Center	33150	1.8000e-004	1.6200e-003	1.3700e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7690	1.7690	3.0000e-005	3.0000e-005	1.7795
Regional Shopping Center	44388	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3687	2.3687	5.0000e-005	4.0000e-005	2.3828
Regional Shopping Center	51000	2.8000e-004	2.5000e-003	2.1000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7216	2.7216	5.0000e-005	5.0000e-005	2.7377
Supermarket	1.57006e+006	8.4700e-003	0.0770	0.0647	4.6000e-004		5.8500e-003	5.8500e-003		5.8500e-003	5.8500e-003	0.0000	83.7844	83.7844	1.6100e-003	1.5400e-003	84.2823
Total		**0.0292**	**0.2653**	**0.2229**	**1.5700e-003**		**0.0202**	**0.0202**		**0.0202**	**0.0202**	**0.0000**	**288.8438**	**288.8438**	**5.5400e-003**	**5.2800e-003**	**290.5603**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	919600	4.9600e-003	0.0451	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.0734	49.0734	9.4000e-004	9.0000e-004	49.3650
Gasoline/Service Station	4221.8	2.0000e-005	2.1000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2253	0.2253	0.0000	0.0000	0.2266
High Turnover (Sit Down Restaurant)	1.19495e+006	6.4400e-003	0.0586	0.0492	3.5000e-004		4.4500e-003	4.4500e-003		4.4500e-003	4.4500e-003	0.0000	63.7669	63.7669	1.2200e-003	1.1700e-003	64.1458
High Turnover (Sit Down Restaurant)	1.23488e+006	6.6600e-003	0.0605	0.0509	3.6000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	65.8980	65.8980	1.2600e-003	1.2100e-003	66.2896
High Turnover (Sit Down Restaurant)	311184	1.6800e-003	0.0153	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	16.6060	16.6060	3.2000e-004	3.0000e-004	16.7046
Regional Shopping Center	10000	5.0000e-005	4.9000e-004	4.1000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5336	0.5336	1.0000e-005	1.0000e-005	0.5368
Regional Shopping Center	14696	8.0000e-005	7.2000e-004	6.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7842	0.7842	2.0000e-005	1.0000e-005	0.7889
Regional Shopping Center	24600	1.3000e-004	1.2100e-003	1.0100e-003	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.3128	1.3128	3.0000e-005	2.0000e-005	1.3206
Regional Shopping Center	33150	1.8000e-004	1.6200e-003	1.3700e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7690	1.7690	3.0000e-005	3.0000e-005	1.7795
Regional Shopping Center	44388	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3687	2.3687	5.0000e-005	4.0000e-005	2.3828
Regional Shopping Center	51000	2.8000e-004	2.5000e-003	2.1000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7216	2.7216	5.0000e-005	5.0000e-005	2.7377
Supermarket	1.57006e+006	8.4700e-003	0.0770	0.0647	4.6000e-004		5.8500e-003	5.8500e-003		5.8500e-003	5.8500e-003	0.0000	83.7844	83.7844	1.6100e-003	1.5400e-003	84.2823
Total		**0.0292**	**0.2653**	**0.2229**	**1.5700e-003**		**0.0202**	**0.0202**		**0.0202**	**0.0202**	**0.0000**	**288.8438**	**288.8438**	**5.5400e-003**	**5.2800e-003**	**290.5603**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	371800	118.4635	4.8900e-003	1.0100e-003	118.8873
Gasoline/Service Station	1706.9	0.5439	2.0000e-005	0.0000	0.5458
High Turnover (Sit Down Restaurant)	168100	53.5602	2.2100e-003	4.6000e-004	53.7518
High Turnover (Sit Down Restaurant)	173718	55.3502	2.2900e-003	4.7000e-004	55.5482
High Turnover (Sit Down Restaurant)	43776	13.9480	5.8000e-004	1.2000e-004	13.9979
Regional Shopping Center	140712	44.8339	1.8500e-003	3.8000e-004	44.9943
Regional Shopping Center	189618	60.4164	2.4900e-003	5.2000e-004	60.6325
Regional Shopping Center	253899	80.8978	3.3400e-003	6.9000e-004	81.1872
Regional Shopping Center	291720	92.9482	3.8400e-003	7.9000e-004	93.2808
Regional Shopping Center	57200	18.2252	7.5000e-004	1.6000e-004	18.2904
Regional Shopping Center	84061.1	26.7837	1.1100e-003	2.3000e-004	26.8795
Supermarket	2.95065e+006	940.1388	0.0388	8.0300e-003	943.5022
Total		**1,506.1095**	**0.0622**	**0.0129**	**1,511.4977**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	371800	118.4635	4.8900e-003	1.0100e-003	118.8873
Gasoline/Service Station	1706.9	0.5439	2.0000e-005	0.0000	0.5458
High Turnover (Sit Down Restaurant)	168100	53.5602	2.2100e-003	4.6000e-004	53.7518
High Turnover (Sit Down Restaurant)	173718	55.3502	2.2900e-003	4.7000e-004	55.5482
High Turnover (Sit Down Restaurant)	43776	13.9480	5.8000e-004	1.2000e-004	13.9979
Regional Shopping Center	140712	44.8339	1.8500e-003	3.8000e-004	44.9943
Regional Shopping Center	189618	60.4164	2.4900e-003	5.2000e-004	60.6325
Regional Shopping Center	253899	80.8978	3.3400e-003	6.9000e-004	81.1872
Regional Shopping Center	291720	92.9482	3.8400e-003	7.9000e-004	93.2808
Regional Shopping Center	57200	18.2252	7.5000e-004	1.6000e-004	18.2904
Regional Shopping Center	84061.1	26.7837	1.1100e-003	2.3000e-004	26.8795
Supermarket	2.95065e+006	940.1388	0.0388	8.0300e-003	943.5022
Total		**1,506.1095**	**0.0622**	**0.0129**	**1,511.4977**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8976	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6600e-003	5.6600e-003	2.0000e-005	0.0000	6.0400e-003
Unmitigated	0.8976	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6600e-003	5.6600e-003	2.0000e-005	0.0000	6.0400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1020					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7953					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.8000e-004	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6600e-003	5.6600e-003	2.0000e-005	0.0000	6.0400e-003
Total	**0.8976**	**3.0000e-005**	**2.9500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.6600e-003**	**5.6600e-003**	**2.0000e-005**	**0.0000**	**6.0400e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1020					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7953					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.8000e-004	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6600e-003	5.6600e-003	2.0000e-005	0.0000	6.0400e-003
Total	**0.8976**	**3.0000e-005**	**2.9500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.6600e-003**	**5.6600e-003**	**2.0000e-005**	**0.0000**	**6.0400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	130.9154	0.7892	0.0196	156.4765
Unmitigated	130.9154	0.7892	0.0196	156.4765

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.13957 / 2.53716	27.4687	0.1360	3.4100e-003	31.8835
Gasoline/Service Station	0.106255 / 0.0651241	0.7051	3.4900e-003	9.0000e-005	0.8184
High Turnover (Sit Down Restaurant)	3.20835 / 0.204788	15.0535	0.1051	2.5900e-003	18.4529
Regional Shopping Center	5.67544 / 3.47849	37.6601	0.1864	4.6700e-003	43.7130
Supermarket	10.9339 / 0.338162	50.0281	0.3582	8.8100e-003	61.6086
Total		**130.9154**	**0.7892**	**0.0196**	**156.4765**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.13957 / 2.53716	27.4687	0.1360	3.4100e-003	31.8835
Gasoline/Service Station	0.106255 / 0.0651241	0.7051	3.4900e-003	9.0000e-005	0.8184
High Turnover (Sit Down Restaurant)	3.20835 / 0.204788	15.0535	0.1051	2.5900e-003	18.4529
Regional Shopping Center	5.67544 / 3.47849	37.6601	0.1864	4.6700e-003	43.7130
Supermarket	10.9339 / 0.338162	50.0281	0.3582	8.8100e-003	61.6086
Total		**130.9154**	**0.7892**	**0.0196**	**156.4765**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	178.4067	10.5435	0.0000	441.9951
Unmitigated	178.4067	10.5435	0.0000	441.9951

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	168.08	34.1187	2.0164	0.0000	84.5277
Gasoline/Service Station	4.31	0.8749	0.0517	0.0000	2.1675
High Turnover (Sit Down Restaurant)	125.78	25.5322	1.5089	0.0000	63.2550
Regional Shopping Center	80.45	16.3306	0.9651	0.0000	40.4584
Supermarket	500.27	101.5503	6.0015	0.0000	251.5865
Total		**178.4067**	**10.5435**	**0.0000**	**441.9951**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	168.08	34.1187	2.0164	0.0000	84.5277
Gasoline/Service Station	4.31	0.8749	0.0517	0.0000	2.1675
High Turnover (Sit Down Restaurant)	125.78	25.5322	1.5089	0.0000	63.2550
Regional Shopping Center	80.45	16.3306	0.9651	0.0000	40.4584
Supermarket	500.27	101.5503	6.0015	0.0000	251.5865
Total		**178.4067**	**10.5435**	**0.0000**	**441.9951**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4.5.2

Electricity Calculations for Project Construction

Table 1. Water Usage for Control of Fugitive Dust During Construction

Phase Name	Acres	Gallons for Project	Electricity (kWh)
ITC Construction	14.5	**10,509,600**	**102,226.9**

Construction Schedule

5 days per week
20 days per month
240 days per year

Water Usage

3,020 gallons per acre per day

Source: Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition

Supply Water Electricity Intensity

0.009727 kWh/gallons (CalEEMod default for South Coast Air Basin)

ITC Construction Trailer

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.00	1000sqft	0.11	5,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Trailer usage only.

Off-road Equipment - Trailer usage only.

ITC Construction Trailer - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	2.0000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4771	0.4771	1.0000e-005	0.0000	0.4774
Maximum	**2.0000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4771**	**0.4771**	**1.0000e-005**	**0.0000**	**0.4774**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	2.0000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4771	0.4771	1.0000e-005	0.0000	0.4774
Maximum	**2.0000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4771**	**0.4771**	**1.0000e-005**	**0.0000**	**0.4774**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-22-2022	7-21-2022	0.0003	0.0003
		Highest	0.0003	0.0003

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0204	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Energy	2.5000e-004	2.2400e-003	1.8800e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	24.7263	24.7263	9.7000e-004	2.4000e-004	24.8205
Mobile	0.0127	0.0663	0.1715	6.2000e-004	0.0512	5.2000e-004	0.0518	0.0137	4.9000e-004	0.0142	0.0000	57.4280	57.4280	2.9700e-003	0.0000	57.5022
Waste						0.0000	0.0000		0.0000	0.0000	0.9439	0.0000	0.9439	0.0558	0.0000	2.3385
Water						0.0000	0.0000		0.0000	0.0000	0.2819	5.6149	5.8969	0.0292	7.3000e-004	6.8447
Total	**0.0333**	**0.0686**	**0.1734**	**6.3000e-004**	**0.0512**	**6.9000e-004**	**0.0519**	**0.0137**	**6.6000e-004**	**0.0144**	**1.2258**	**87.7693**	**88.9952**	**0.0889**	**9.7000e-004**	**91.5060**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0204	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Energy	2.5000e-004	2.2400e-003	1.8800e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	24.7263	24.7263	9.7000e-004	2.4000e-004	24.8205
Mobile	0.0127	0.0663	0.1715	6.2000e-004	0.0512	5.2000e-004	0.0518	0.0137	4.9000e-004	0.0142	0.0000	57.4280	57.4280	2.9700e-003	0.0000	57.5022
Waste						0.0000	0.0000		0.0000	0.0000	0.9439	0.0000	0.9439	0.0558	0.0000	2.3385
Water						0.0000	0.0000		0.0000	0.0000	0.2819	5.6149	5.8969	0.0292	7.3000e-004	6.8447
Total	**0.0333**	**0.0686**	**0.1734**	**6.3000e-004**	**0.0512**	**6.9000e-004**	**0.0519**	**0.0137**	**6.6000e-004**	**0.0144**	**1.2258**	**87.7693**	**88.9952**	**0.0889**	**9.7000e-004**	**91.5060**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/22/2022	5/5/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4771	0.4771	1.0000e-005	0.0000	0.4774
Total	**2.0000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4771**	**0.4771**	**1.0000e-005**	**0.0000**	**0.4774**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4771	0.4771	1.0000e-005	0.0000	0.4774
Total	**2.0000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4771**	**0.4771**	**1.0000e-005**	**0.0000**	**0.4774**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0127	0.0663	0.1715	6.2000e-004	0.0512	5.2000e-004	0.0518	0.0137	4.9000e-004	0.0142	0.0000	57.4280	57.4280	2.9700e-003	0.0000	57.5022
Unmitigated	0.0127	0.0663	0.1715	6.2000e-004	0.0512	5.2000e-004	0.0518	0.0137	4.9000e-004	0.0142	0.0000	57.4280	57.4280	2.9700e-003	0.0000	57.5022

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	55.15	12.30	5.25	134,979	134,979
Total	55.15	12.30	5.25	134,979	134,979

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2876	22.2876	9.2000e-004	1.9000e-004	22.3673
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2876	22.2876	9.2000e-004	1.9000e-004	22.3673
NaturalGas Mitigated	2.5000e-004	2.2400e-003	1.8800e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4387	2.4387	5.0000e-005	4.0000e-005	2.4532
NaturalGas Unmitigated	2.5000e-004	2.2400e-003	1.8800e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4387	2.4387	5.0000e-005	4.0000e-005	2.4532

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	45700	2.5000e-004	2.2400e-003	1.8800e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4387	2.4387	5.0000e-005	4.0000e-005	2.4532
Total		**2.5000e-004**	**2.2400e-003**	**1.8800e-003**	**1.0000e-005**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**	**0.0000**	**2.4387**	**2.4387**	**5.0000e-005**	**4.0000e-005**	**2.4532**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	45700	2.5000e-004	2.2400e-003	1.8800e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4387	2.4387	5.0000e-005	4.0000e-005	2.4532
Total		**2.5000e-004**	**2.2400e-003**	**1.8800e-003**	**1.0000e-005**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**	**0.0000**	**2.4387**	**2.4387**	**5.0000e-005**	**4.0000e-005**	**2.4532**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	69950	22.2876	9.2000e-004	1.9000e-004	22.3673
Total		**22.2876**	**9.2000e-004**	**1.9000e-004**	**22.3673**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	69950	22.2876	9.2000e-004	1.9000e-004	22.3673
Total		**22.2876**	**9.2000e-004**	**1.9000e-004**	**22.3673**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0204	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Unmitigated	0.0204	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0181					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Total	**0.0204**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.0000**	**1.3000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0181					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Total	**0.0204**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.0000**	**1.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.8969	0.0292	7.3000e-004	6.8447
Unmitigated	5.8969	0.0292	7.3000e-004	6.8447

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.888669 / 0.544668	5.8969	0.0292	7.3000e-004	6.8447
Total		**5.8969**	**0.0292**	**7.3000e-004**	**6.8447**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.888669 / 0.544668	5.8969	0.0292	7.3000e-004	6.8447
Total		**5.8969**	**0.0292**	**7.3000e-004**	**6.8447**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.9439	0.0558	0.0000	2.3385
Unmitigated	0.9439	0.0558	0.0000	2.3385

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	4.65	0.9439	0.0558	0.0000	2.3385
Total		**0.9439**	**0.0558**	**0.0000**	**2.3385**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	4.65	0.9439	0.0558	0.0000	2.3385
Total		**0.9439**	**0.0558**	**0.0000**	**2.3385**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4.5.3

Vehicle Fuel Calculations for Project Construction

ITC Construction Equipment

Fuel Comsumption Model

21-Jul-20

Meridian Consultants

24-hour equipment intensity

Equipment Usage and Load Assumptions

Morning /Evening Shift	Intensity	Usage Minutes	Morning /NIght Shift	Intensity	Usage Minutes
12:00 AM to 1: AM	25%	15	12:00 AM to 1: AM	50%	30
1:00 AM to 2 AM	25%	15	1:00 AM to 2 AM	50%	30
2 AM to 3 AM	25%	15	2 AM to 3 AM	50%	30
3 AM to 4 AM	25%	15	3 AM to 4 AM	50%	30
4 AM to 5 AM	25%	15	4 AM to 5 AM	50%	30
5 AM to 6 AM	25%	15	5 AM to 6 AM	50%	30
6 AM to 7 AM	25%	15	6 AM to 7 AM	50%	30
7 AM to 8 AM	100%	60	7 AM to 8 AM	100%	60
8 AM to 9 AM	100%	60	8 AM to 9 AM	100%	60
9 AM to 10 AM	100%	60	9 AM to 10 AM	100%	60
10 AM to 11 AM	100%	60	10 AM to 11 AM	100%	60
11 AM to 12 PM	100%	60	11 AM to 12 PM	100%	60
12 PM to 1 PM	100%	60	12 PM to 1 PM	100%	60
1 PM to 2 PM	100%	60	1 PM to 2 PM	100%	60
2 PM to 3 PM	100%	60	2 PM to 3 PM	100%	60
3 PM to 4 PM	100%	60	3 PM to 4 PM	50%	30
4 PM to 5 PM	100%	60	4 PM to 5 PM	50%	30
5 PM to 6 PM	100%	60	5 PM to 6 PM	50%	30
6 PM to 7 PM	100%	60	6 PM to 7 PM	50%	30
7 PM to 8 PM	75%	45	7 PM to 8 PM	38%	22.8
8 PM to 9 PM	75%	45	8 PM to 9 PM	38%	22.8
9 PM to 10 PM	75%	45	9 PM to 10 PM	38%	22.8
10 PM to 11 PM	50%	30	10 PM to 11 PM	25%	15
11 Pm to 12 AM	25%	15	11 Pm to 12 AM	50%	30
Total Daily Minutes		**1005**	**Total Daily Minutes**		**923.4**
Totals Daily Hours		**16.75**	**Totals Daily Hours**		**15.39**

Hourly Load Estimates

Load Factor

		25%	50%	100%
On Road On Site	1-hour load in minutes	40	15	5
		67%	25%	8%
Off Road Off Site	1-hour load in minutes	30	20	10
		50%	33%	17%

	Start	Finish	Calendar Days	Work Days			
					6	7	86%
Phase 1	4/15/2022	12/18/2023	612	525			
Phase 2	3/24/2023	2/10/2025	689	591			
Phase 3	2/14/2024	2/2/2026	719	616			
Phase 4	10/31/2025	5/28/2026	209	179			

Off-Road On-Site Equipment: Off-road construction equipment includes dozers, loaders, sweepers and other heavy-duty construction equipment that is not licensed for travel on public highways.

Morning/Evening Shift

Equipment	HP	Impact Device	Noise Level (dba)	Exposure Limit	Phase 1	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 2	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 3	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 4	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Total	Total Days Use	Total Hr Use	Total Fuel Use
Impact Pile Driver	700	Yes	101	8 hr.	1	525	8,794	8.00	70,350	1	591	9,899	8	79,194	1	616	10318	8	82,544	0	179	2,998	8	0	3	1911	32,009	232,088
Crane	270	No	85	8 hr.	1	525	8,794	8.00	70,350	2	591	9,899	8	158,388	2	616	10318	8	82,544	1	179	2,998	8	23,986	6	1911	32,009	335,268
Backhoe	127	No	80	8 hr.	5	525	8,794	4.01	176,315	5	591	9,899	4.01	198,480	5	616	10318	4.01	41,375	0	179	2,998	4.01	0	13	1911	32,009	416,170
Loader	164	No	80	8 hr.	5	525	8,794	2.40	105,525	3	591	9,899	2.4	71,275	2	616	10318	2.4	24,763	0	179	2,998	2.4	0	8	1911	32,009	201,563
Auger Drill Rig	600	Yes	85	8 hr.	1	525	8,794	6.09	53,554	1	591	9,899	6.09	60,286	1	616	10318	6.09	62,837	0	179	2,998	6.09	0	3	1911	32,009	176,677
Compressor (air)	150	No	80	8 hr.	6	525	8,794	4.23	223,185	6	591	9,899	4.23	251,243	6	616	10318	4.23	43,645	3	179	2,998	4.23	38,048	18	1911	32,009	556,121
Excavator	396	Yes	85	8 hr.	3	525	8,794	4.77	125,839	2	591	9,899	4.77	94,439	2	616	10318	4.77	49,217	0	179	2,998	4.77	0	6	1911	32,009	269,494
Bobcat	72.9	No	85	8 hr.	3	525	8,794	2.40	63,315	3	591	9,899	2.4	71,275	4	616	10318	2.4	24,763	1	179	2,998	2.4	7,196	11	1911	32,009	166,549
Impact Hammer	N/A	Yes	90	8 hr.	6	525	8,794	6.09	321,324	3	591	9,899	6.09	180,859	3	616	10318	6.09	62,837	2	179	2,998	6.09	36,519	11	1911	32,009	601,538
Jackhammer	N/A	Yes	89	8 hr.	7	525	23,770,950	0.00	0	4	591	26,759,298	0	0	4	616	10318	0	0	2	179	2,998	0	0	13	1911	50,543,564	0
Pneumatic Tools	N/A	Yes	85	8 hr.	15	525	8,794	0.00	0	20	591	9,899	0	0	20	616	10318	0	0	8	179	2,998	0	0	58	1911	32,009	0
Generator	15plus	No	82	8 hr.	3	525	8,794	0.85	22,424	3	591	9,899	0.85	25,243	3	616	10318	0.85	8,770	1	179	2,998	0.85	2,549	10	1911	32,009	58,986
Warning Horn	N/A	No	85	6 hr.	2	525	8,794	0.00	0	2	591	9,899	0	0	2	616	10318	0	0	1	179	2,998	0	0	7	1911	32,009	0
Drum Mixer	1.5-5.5	No	80	8 hr.	0	525	8,794	3.00	26,381	3	591	9,899	3	89,093	3	616	10318	3	30,954	0	179	2,998	3	0	6	1911	32,009	146,429
Drill Rig Truck	600	Yes	84	8 hr.	1	525	8,794	6.09	53,554	1	591	9,899	6.09	60,286	1	616	10318	6.09	62,837	0	179	2,998	6.09	0	3	1911	32,009	176,677
Concrete Saw	24	No	90	8 hr.	4	525	8,794	0.00	0	2	591	9,899	0	0	2	616	10318	0	0	1	179	2,998	0	0	7	1911	32,009	0
Compactor (ground)	80	Yes	83	8 hr.	3	525	8,794	2.16	56,984	3	591	9,899	2.16	64,147	4	616	10318	2.16	22,287	0	179	2,998	2.16	0	10	1911	32,009	143,418
Portable Light Towers for night work	12.2	No	55	8 hr.	4	525	8,794	0.00	0	4	591	9,899	0	0	6	616	10318	0	0	3	179	2,998	0	0	17	1911	32,009	0
MKN Lifts	49.9	No	75	9 hr.	9	525	8,794	0.67	53,026	9	591	9,899	0.67	59,692	10	616	10318	0.67	34,565	5	179	2,998	0.67	2,009	33	1911	32,009	149,293
		Totals					**23,929,238**		**1,422,125**		**11,229**	**26,937,485**		**1,463,901**		**11,704**	**196,042**		**633,938**		**3,401**	**56,967**		**110,306**		**36,309**	**51,119,731**	**3,630,270**

Morning/Night Shift

Equipment	HP	Impact Device	Noise Level (dba)	Exposure Limit	Phase 1	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 2	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 3	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 4	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Total	Total Days Use	Total Hr Use	Total Fuel Use
Impact Pile Driver	700	Yes	101	8 hr.	1	525	8,080	8.00	64,638	1	591	9,095	8	72,764	1	616	9,480	8	75,842	0	179	2,755	8	0	3	1911	29,410	213,244
Crane	270	No	85	8 hr.	1	525	8,080	8.00	64,638	2	591	9,095	8	145,528	2	616	9,480	8	151,684	1	179	2,755	8	22,038	6	1911	29,410	383,888
Backhoe	127	No	80	8 hr.	5	525	8,080	4.01	161,999	5	591	9,095	4.01	182,365	5	616	9,480	4.01	190,079	0	179	2,755	4.01	0	13	1911	29,410	534,442
Loader	164	No	80	8 hr.	5	525	8,080	2.40	96,957	3	591	9,095	2.4	65,488	2	616	9,480	2.4	45,505	0	179	2,755	2.4	0	8	1911	29,410	207,950
Auger Drill Rig	600	Yes	85	8 hr.	1	525	8,080	6.09	49,206	1	591	9,095	6.09	55,392	1	616	9,480	6.09	57,735	0	179	2,755	6.09	0	3	1911	29,410	162,332
Compressor (air)	150	No	80	8 hr.	6	525	8,080	4.23	205,064	6	591	9,095	4.23	230,844	6	616	9,480	4.23	240,608	3	179	2,755	4.23	34,959	18	1911	29,410	711,475
Excavator	396	Yes	85	8 hr.	3	525	8,080	4.77	115,621	2	591	9,095	4.77	86,771	2	616	9,480	4.77	90,441	0	179	2,755	4.77	0	6	1911	29,410	292,834
Bobcat	72.9	No	85	8 hr.	3	525	8,080	2.40	58,174	3	591	9,095	2.4	65,488	4	616	9,480	2.4	91,010	1	179	2,755	2.4	6,612	11	1911	29,410	221,284
Impact Hammer	N/A	Yes	90	8 hr.	6	525	8,080	6.09	295,234	3	591	9,095	6.09	166,175	3	616	9,480	6.09	173,204	2	179	2,755	6.09	33,554	11	1911	29,410	668,166
Jackhammer	N/A	Yes	89	8 hr.	7	525	8,080	0.00	0	4	591	9,095	0	0	4	616	9,480	0	0	2	179	2,755	0	0	13	1911	29,410	0
Pneumatic Tools	N/A	Yes	85	8 hr.	15	525	8,080	0.00	0	20	591	9,095	0	0	20	616	9,480	0	0	8	179	2,755	0	0	58	1911	29,410	0
Generator	15plus	No	82	8 hr.	3	525	8,080	0.85	20,603	3	591	9,095	0.85	23,193	3	616	9,480	0.85	24,175	1	179	2,755	0.85	2,342	10	1911	29,410	70,313
Warning Horn	N/A	No	85	6 hr.	2	525	8,080	0.00	0	2	591	9,095	0	0	2	616	0	0	0	1	179	2,755	0	0	7	1911	19,930	0
Drum Mixer	1.5-5.5	No	80	8 hr.	0	525	8,080	3.00	0	3	591	9,095	3	81,859	3	616	9,480	3	85,322	0	179	2,755	3	0	6	1911	29,410	167,182
Drill Rig Truck	600	Yes	84	8 hr.	1	525	8,080	6.09	49,206	1	591	9,095	6.09	55,392	1	616	9,480	6.09	57,735	0	179	2,755	6.09	0	3	1911	29,410	162,332
Concrete Saw	24	No	90	8 hr.	4	525	8,080	0.00	0	2	591	9,095	0	0	2	616	9,480	0	0	1	179	2,755	0	0	7	1911	29,410	0
Compactor (ground)	80	Yes	83	8 hr.	3	525	8,080	2.16	52,357	3	591	9,095	2.16	58,939	4	616	9,480	2.16	81,909	0	179	2,755	2.16	0	10	1911	29,410	193,205
Portable Light Towers for night work	12.2	No	55	8 hr.	4	525	8,080	0.00	0	4	591	9,095	0	0	6	616	9,480	0	0	3	179	2,755	0	0	17	1911	29,410	0
MKN Lifts	49.9	No	75	9 hr.	9	525	8,080	0.67	48,721	9	591	9,095	0.67	0	10	616	9,480	0.67	63,518	5	179	2754.81	0.67	1,846	33	1911	29,410	114,084
Totals						**9,975**	**153,515**		**1,282,418**		**11,229**	**172,814**		**1,290,195**		**11,704**	**170,644**		**1,428,767**		**3,401**	**52,341**		**101,349**		**36,309**	**549,315**	**4,102,730**

On-Road On-Site Equipment: On-road on-site equipment includes shuttle vans transporting construction employees to and from the site(s), on-site pick-up trucks, crew vans, water trucks, dump trucks, haul trucks and other on road-road vehicles licensed to travel on public roadways.

Morning/Evening Shift

Equipment	HP	Impact Device	Noise Level	Exposure Limit	Phase 1	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 2	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 3	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 4	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Total	Total Days Use	Total Hr Use	Total Fuel Use
Demo Dump Trucks	335-475	No	76	8 hr.	1343	525	8,794	4.7	55,507,029	0	591	9,899	4.7	46,526	0	616	10,318	4.7	48,495	0	179	2,998	4.7	14,092	1343	1911	32,009	55,616,142
Asphalt Removal Trucks	335-475	No	76	8 hr.	172	525	8,794	4.7	7,108,868	0	591	9,899	4.7	46,526	0	616	10,318	4.7	48,495	0	179	2,998	4.7	14,092	172	1911	32,009	7,217,980
Asphalt Placement Trucks	335-475	No	76	8 hr.	209	525	8,794	4.7	8,638,101	0	591	9,899	4.7	46,526	0	616	10,318	4.7	48,495	0	179	2,998	4.7	14,092	209	1911	32,009	8,747,213
Soil Spoils Dump Trucks	335-475	No	76	8 hr.	1607	525	8,794	4.7	66,418,314	1503	591	9,899	4.7	46,526	2395	616	10,318	4.7	48,495	10	179	2,998	4.7	14,092	5515	1911	32,009	66,527,427
Utility Trucks	375-600	No	75	4 hr.	28	525	8,794		0	39	591	9,899	0	0	35	616	10,318	0	0	39	179	2,998	0	0	123	1911	32,009	0
Welder/Torch	23	No	73	8 hr.	5	525	8,794	0	0	5	591	9,899	0	0	6	616	10,318	0	0	4	179	2,998	0	0	20	1911	32,009	0
Water Truck	650	No	74	8 hr.	2	525	8,794	3.2	56,280	2	591	9,899	3.2	31,678	2	616	10,318	3.2	33,018	0	179	2,998	3.2	9,594	6	1911	32,009	130,570
Street Sweeper	240	No	74	8 hr.	1	525	8,794	3.2	28,140	2	591	9,899	3.2	31,678	2	616	10,318	3.2	33,018	1	179	2,998	3.2	9,594	6	1911	32,009	102,430
Flat Bed Trucks	650	No	74	5 hr.	48	525	8,794	3.2	1,350,720	61	591	9,899	3.2	31,678	65	616	10,318	3.2	33,018	10	179	2,998	3.2	9,594	184	1911	32,009	1,425,010
Pneumatic Tools	N/A	Yes	85	8 hr.	10	525	0	0	0	20	591	9,899	0	0	20	616	10,318	0	0	8	179	2,998	0	0	58	1911	23,216	0
Concrete Trucks	430	No	85	8 hr.	10,284	525	8,794	5	425,044,148	9477	591	9,899	4.7	46,526	3516	616	10,318	4.7	48,495	50	179	2,998	4.7	14,092	21,866	1911	32,009	425,153,260
Conc. Pump Trucks	600	No	84	8 hr.	2	525	8,794	4.7	82,661	2	591	9,899	4.7	46,526	2	616	10,318	4.7	48,495	2	179	0	4.7	0	8	1911	29,011	177,682
Total						**5,775**	**87,938**		**564,151,599**		**6,501**	**108,892**		**327,665**		**6,776**	**113,498**		**341,526**		**1,969**	**32,981**		**99,242**		**21,021**	**343,308**	**564,920,032**

Morning/Night Shift

Equipment	HP	Impact Device	Noise Level	Exposure Limit	Phase 1	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 2	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 3	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Phase 4	Total Days Use	Total Hr Use	Gallons/Hr	Total Fuel Use	Total	Total Days Use	Total Hr Use	Total Fuel Use
Demo Dump Trucks	335-475	No	76	8 hr.	1343	525	8,080	4.7	51,000,190	0	591	9,095	4.7	42,749	0	616	9,480	4.7	9,480	0	179	2,755	4.7	12,948	1343	1911	29,410	51,065,367
Asphalt Removal Trucks	335-475	No	76	8 hr.	172	525	8,080	4.7	6,531,670	0	591	9,095	4.7	42,749	0	616	9,480	4.7	9,480	0	179	2,755	4.7	12,948	172	1911	29,410	6,596,847
Asphalt Placement Trucks	335-475	No	76	8 hr.	209	525	8,080	4.7	7,936,738	0	591	9,095	4.7	42,749	0	616	9,480	4.7	9,480	0	179	2,755	4.7	12,948	209	1911	29,410	8,001,915
Soil Spoils Dump Trucks	335-475	No	76	8 hr.	1607	525	8,080	4.7	61,025,544	1503	591	9,095	4.7	42,749	2395	616	9,480	4.7	9,480	10	179	2,755	4.7	12,948	5515	1911	29,410	61,090,720
Utility Trucks	375-600	No	75	4 hr.	28	525	8,080		0	39	591	9,095	0	0	35	616	9,480	0	9,480	39	179	2,755	0	0	123	1911	29,410	9,480
Welder/Torch	23	No	73	8 hr.	5	525	8,080	0	0	5	591	9,095	0	0	6	616	9,480	0	9,480	4	179	2,755	0	0	20	1911	29,410	9,480
Water Truck	650	No	74	8 hr.	2	525	8,080	3.2	51,710	2	591	9,095	3.2	29,106	2	616	9,480	3.2	9,480	0	179	2,755	3.2	8,815	6	1911	29,410	99,112
Street Sweeper	240	No	74	8 hr.	1	525	8,080	3.2	25,855	2	591	9,095	3.2	29,106	2	616	9,480	3.2	9,480	1	179	2,755	3.2	8,815	6	1911	29,410	73,256
Flat Bed Trucks	650	No	74	5 hr.	48	525	8,080	3.2	1,241,050	61	591	9,095	3.2	29,106	65	616	9,480	3.2	9,480	10	179	2,755	3.2	8,815	184	1911	29,410	1,288,451
Pneumatic Tools	N/A	Yes	85	8 hr.	10	525	8,080	0	0	20	591	9,095	0	0	20	616	9,480	0	9,480	8	179	2,755	0	0	58	1911	29,410	9,480
Concrete Trucks	430	No	85	8 hr.	10,284	525	8,080	5	390,533,100	9477	591	9,095	4.7	42,749	3516	616	9,480	4.7	9,480	50	179	2,755	4.7	12,948	21,866	1911	29,410	390,598,277
Conc. Pump Trucks	600	No	84	8 hr.	2	525	8,080	4.7	75,950	2	591	9,095	4.7	42,749	2	616	9,480	4.7	9,480	2	179	2,755	4.7	12,948	8	1911	29,410	141,126
Totals						**6,300**	**96,957**		**518,421,807**		**7,092**	**109,146**		**343,810**		**7,392**	**113,763**		**113,763**		**2,148**	**33,058**		**104,132**		**22,932**	**352,923**	**518,983,511**



ESTIMATING OWNING & OPERATING COSTS

Caterpillar®



Caterpillar Performance Handbook

Edition 44

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ESTIMATING OWNING & OPERATING COSTS

Owning & Operating (O&O) Baseline Cost Estimate Solutions

he O&O web site provides information related to O&O baseline cost estimate development for both commercial ngine products and machines. Approved O&O baseline cost estimate ranges for machines, and links related to)&O baseline cost development are also available. **NOTE:** Access to the web sites indicated below is restricted to aterpillar and Cat® dealer personnel.

or information about O&O costs, enter the appropriate link.

or Corporate Global Mining (CGM): https://mining.cat.com
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or North American Commercial Division (NACD): https://dealer.cat.com
elect "Product Support," "Equipment Management Solutions,"
Owning and Operating Cost Information."

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Most sections of this Handbook deal with the productivity of Cat machines. This section considers the cost aspect of performance.

Hourly Owning and Operating Costs for a given machine can vary widely because they are influenced by

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neral

Machine users must balance productivity and costs to ieve optimum performance ... that is, achieve the sired production at the lowest possible cost. The proach most often used to measure machine perfor- nce is this simple equation:

$$\frac{\textit{Lowest Possible Hourly Costs}}{\textit{Highest Possible Hourly Productivity}} = \textit{Top Machine Performance}$$

machine can vary widely because they are influenced by many factors: the type of work the machine does, the ownership period, local prices of fuel and labor, the repair and maintenance costs, shipping costs from the factory, interest rates, etc. No attempt is made in this handbook to provide precise hourly costs for each model. Users must be able to estimate with a reasonable degree of accuracy what a machine will cost per hour to own and operate in a given application and locality. Therefore, this section provides a suggested method of estimating hourly owning and operating costs. When this method is coupled with local conditions and dealer input, it will result in reasonable estimates.

The method suggested follows several basic principles:

- Repair and Planned Maintenance cost per hour are developed jointly by the customer and local Cat dealer.
- In the examples, labor is assumed @ $60.00 per hour, fuel @ $1.25 per gallon. For reliable estimates, these costs must always be obtained locally.
- Because of different standards of comparison, what may seem a high application to one machine owner may appear only medium to another.
- Unless otherwise specified, the word "hour" when used in this section means clock or operating hours, not Service Meter Units.

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UEL CONSUMPTION TABLES AND LOAD FACTOR GUIDES

RACK-TYPE TRACTORS

Model	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
D3K Tier 3 LRC	—	—	9.5	**2.5**	—	—
D4K Tier 3 LRC	—	—	10.2	**2.7**	—	—
D5K Tier 3 LRC	—	—	10.6	**2.8**	—	—
D3K2 Tier 4 Interim HRC	—	—	7.9	**2.1**	—	—
D4K2 Tier 4 Interim HRC	—	—	8.6	**2.3**	—	—
D5K2 Tier 4 Interim HRC	—	—	9.0	**2.4**	—	—
D5N	6.5-11.5	**1.5-3.5**	11.5-16.0	**3.5-4.5**	13.75-18.5	**3.75-5.0**
D5R	12.1-15.1	**3.2-4.0**	15.1-20.0	**4.0-5.3**	20.0-26.4	**5.3-6.9**
D6K Tier 3 HRC & LRC	—	—	12.4	**3.3**	—	—
D6K2 Tier 4 Interim HRC	—	—	11.3	**3.0**	—	—
D6N Tier 3 LRC	12.1-15.1	**3.2-4.0**	15.1-20.0	**4.0-5.3**	20.0-26.4	**5.3-6.9**
D6N Tier 4 Interim HRC	9.9-13.3	**2.6-3.5**	13.3-17.5	**3.5-4.6**	17.5-24.9	**4.6-6.6**
D6R (130 kW/**175 hp**)	13.2-18.9	**3.5-5.0**	18.9-24.6	**5.0-6.5**	24.6-30.3	**6.5-8.0**
D6R (145 kW/**195 hp**)	14.8-21.2	**3.9-5.6**	21.2-27.3	**5.6-7.2**	27.3-33.7	**7.2-8.9**
D6T (138 kW/**185 hp**)	15.5-22.3	**4.1-5.9**	22.3-28.8	**5.9-7.6**	28.8-35.6	**7.6-9.4**
D6T (149 kW/**200 hp**) (Tier 4 Interim)	15.1-21.6	**4.0-5.7**	21.6-28.0	**5.7-7.4**	28.0-34.4	**7.4-9.1**
D7E	14.8-20.8	**3.9-5.5**	20.8-27.2	**5.5-7.2**	27.2-34.5	**7.2-9.1**
D7R	17.8-24.4	**4.7-6.5**	24.4-31.0	**6.5-8.2**	31.0-37.6	**8.2-9.9**
D8R	22.5-32.0	**6.0-8.5**	32.0-41.5	**8.5-11.0**	41.5-51.0	**11.0-13.5**
D8T Tier 3	23.5-33.7	**6.2-8.9**	33.7-43.5	**8.9-11.5**	43.9-53.7	**11.6-14.2**
D8T Tier 4 Interim	23.9-34.3	**6.3-9.1**	34.3-44.2	**9.1-11.7**	44.6-54.6	**11.8-14.4**
D9T Tier 3	30.3-43.1	**8.0-11.4**	43.1-56.4	**11.4-14.9**	56.4-69.3	**14.9-18.3**
D9T Tier 2	28.2-40.1	**7.4-10.6**	40.1-52.5	**10.6-13.9**	52.5-64.4	**13.9-17.0**
D9T Tier 4*	31.2-44.4	**8.2-11.7**	44.4-58.1	**11.7-15.3**	58.1-71.4	**15.3-18.9**
D10T2 PLRC	39.5-56.3	**10.4-14.9**	56.3-73.3	**14.9-19.4**	73.3-90.2	**19.4-23.9**
D10T2 Tier 4	43.0-61.3	**11.4-16.3**	61.3-79.8	**16.3-21.1**	79.8-98.2	**21.1-26.0**

D11T PLHC	59.6-85.2	**15.8-22.5**	85.2-110.7	**22.5-29.3**	110.7-136.3	**29.3-36.0**
D11T Tier 4 Final	60.3-86.1	**15.9-22.8**	86.1-112.0	**22.8-29.6**	112.0-137.8	**29.6-36.4**

ıcludes DEF.

Typical Application Description
(relative to work application)

Low Pulling scrapers, most agricultural drawbar, stockpile, coal pile and finish grade applications. No impact. Intermittent full throttle operation.

Medium Production dozing in clays, sands, gravels. Push loading scrapers, borrow pit ripping, most land clearing applications. Medium impact conditions. Production landfill work.

High Heavy rock ripping. Push loading and dozing in hard rock. Working on rock surfaces. Continuous high impact conditions.

Load Factor Guide
(average engine load factor based on application description for each range)

Low 35%-50%
Medium 50%-65%
High 65%-80%

Product Link™ Information — Product link measured over hundreds of Track-Type Tractors shows that more than 90% of the machines experience an average fuel consumption equal to or lower than those shown in the Medium Application profile.

ELAYERS

del	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
1	5.7-11.7	**1.5-3.0**	9.7-15.1	**2.5-4.0**	13.2-18.9	**3.5-5.0**
3	11.8-16.9	**3.1-4.5**	16.9-21.8	**4.5-5.8**	21.8-26.8	**5.8-7.1**
7	15.3-21.9	**4.0-5.8**	21.9-28.3	**5.8-7.5**	28.3-34.9	**7.5-9.2**
R Series 2	8.5-12.3	**2.2-3.3**	12.3-15.7	**3.3-4.2**	15.7-19.5	**4.2-5.2**

ypical Application Description
elative to work application)

ow Little or no use in mud, water or on rock. Use on level, regular surfaces.

ledium Typical pipelayer use in operating conditions ranging from very good to severe.

igh	Continuous use in deep mud or water or on rock surfaces.

oad Factor Guide

ıverage engine load factor based on application description for each range)

ow	35%-50%
ledium	50%-65%
igh	65%-80%

)TOR GRADERS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
SERIES						
120K	6.7-9.9	**1.8-2.6**	9.9-15.8	**2.6-4.2**	15.8-25.4	**4.2-6.7**
120K2	6.7-9.9	**1.8-2.6**	10.2 -16.3	**2.7-4.3**	16.8-25.7	**4.3-6.8**
12K	7.0-14.6	**1.9-3.9**	14.6-23.3	**3.9-6.2**	23.3-27.3	**6.2-7.2**
140K	7.3-13.4	**1.9-3.5**	13.4-21.4	**3.5-5.7**	21.4-27.8	**5.7-7.3**
140K2	7.3-13.4	**1.9-3.5**	13.4-21.4	**3.5-5.7**	21.4-27.8	**5.7-7.3**
160K	7.5-14.0	**2.0-3.7**	14.0-22.3	**3.7-5.9**	22.3-28.4	**5.9-7.5**
SERIES						
120M	7.8-8.2	**2.1-2.2**	8.2-13.0	**2.2-3.4**	13.0-22.3	**3.4-5.9**
120M2	8.3-9.1	**2.2-2.4**	9.1-14.8	**2.4-3.9**	14.8-25.4	**3.9-6.7**
120M2 AWD	9.8-11.0	**2.6-2.9**	11.0-17.8	**2.9-4.7**	17.8-25.7	**4.7-6.8**
12M	7.9-9.6	**2.1-2.5**	9.6-15.4	**2.5-4.1**	15.4-23.8	**4.1-6.3**
12M2	8.3-11.4	**2.2-3.0**	11.4-18.5	**3.0-4.9**	18.5-27.3	**4.9-7.2**
12M2 AWD	8.7-12.1	**2.3-3.2**	12.1-19.7	**3.2-5.2**	19.7-27.6	**5.2-7.3**
140M	8.2-12.5	**2.2-3.3**	12.5-20.0	**3.3-5.3**	20.0-28.4	**5.3-7.5**
140M AWD	8.6-14.6	**2.3-3.9**	14.6-23.3	**3.9-6.2**	23.3-30.0	**6.2-7.9**
140M2	8.7-12.9	**2.3-3.4**	12.9-21.2	**3.4-5.6**	21.2-29.5	**5.6-7.8**
140M2 AWD	9.1-14.0	**2.4-3.7**	14.0-22.7	**3.7-6.0**	22.7-30.7	**6.0-8.1**
160M	8.3-12.5	**2.2-3.3**	12.5-20.0	**3.3-5.3**	20.0-29.1	**5.3-7.7**
160M2	8.7-13.2	**2.3-3.5**	13.2-21.2	**3.5-5.6**	21.2-29.9	**5.6-7.9**
160M2 AWD	9.5-14.4	**2.5-3.8**	14.4-23.1	**3.8-6.1**	23.1-31.0	**6.1-8.2**
14M	10.0-14.3	**2.6-3.8**	14.3-22.8	**3.8-6.0**	22.8-39.7	**6.0-10.5**
16M	11.9-17.5	**3.1-4.6**	17.5-27.9	**4.6-7.4**	27.9-46.6	**7.4-12.3**
24M	24.6-40.8	**6.5-10.8**	40.8-65.2	**10.8-17.2**	65.2-83.3	**17.2-22.0**

E: The K Series Motor Graders meet U.S. EPATier 2 and EU Stage II emission standards.
The M Series Motor Graders meet U.S. EPATier 3 and EU Stage IIIA emission standards.

E: The Motor Grader hourly fuel rates are taken directly from customer machines registered on Product Link worldwide. Data from the top and bottom 5% of these customer machines has been excluded from the tables because it varies widely (15-60% from the extremes shown) and therefore is not considered representative of what the remaining 90% of customer experience. Hourly fuel consumption for the 90% of machines in the tables also varies depending upon geographical region, load factor variation between models, etc. Cat machines are often used in more demanding applications which can account for differences between competitive models used in lighter duty applications. M2 Series machine data is estimated since current Product Link data is immature on these models. These values are subject to change. Consult your local dealer for ways to more accurately estimate hourly fuel consumption for specific applications.

Typical Application Description
(relative to work application)

(relative to work application)

Low — Light road maintenance. Finish grading. Plant and road mix work. Large amounts of traveling. Light snow plowing.

Medium — Haul road maintenance. Average road maintenance, road mix work, scarifying. Road construction, ditching, loose fill spreading. Land forming, land leveling and elevating grader use. Medium to heavy snow removal.

High — Heavy maintenance of hard packed roads with embedded rock. Heavy fill spreading, base material spreading and ditching. Ripping/scarifying of asphalt or concrete. Continuous high load factor. High impact. Heavy snow plowing.

Load Factor Guide

(average engine load factor based on application description for each range)

Low 35%-50%

Medium 50%-65%

High 65%-80%

) STEER LOADERS, MULTI TERRAIN LOADERS AND COMPACT TRACK LOADERS

del	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
RLD WIDE MODELS						
72D	7.0-10.1	**1.9-2.7**	10.1-13.1	**2.7-3.5**	13.1-16.1	**3.5-4.3**
72D XHP	7.6-10.9	**2.0-2.9**	10.9-14.2	**2.9-3.7**	14.2-17.5	**3.7-4.6**
99D	7.0-10.1	**1.9-2.7**	10.1-13.1	**2.7-3.5**	13.1-16.1	**3.5-4.3**
99D XHP	7.6-10.9	**2.0-2.9**	10.9-14.2	**2.9-3.7**	14.2-17.5	**3.7-4.6**
:* MODELS						
36D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
42D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
57D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
59D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
62D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
77D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
79D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
87D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**

39D (HRC)	5.6-7.5	**1.4-2.0**	7.5-9.8	**2.0-2.6**	9.8-12.0	**2.6-3.2**
' MODELS**						
36D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
42D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
57D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
59D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
62D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
77D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
79D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
87D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**
89D (LRC)	5.7-8.1	**1.5-2.2**	8.1-10.6	**2.2-2.8**	10.6-13.0	**2.8-3.4**

– Higher Regulated Countries
– Lesser Regulated Countries

ypical Application Description
elative to work application)

ow — Light utility, construction, nursery and landscaping applications. Load and carry of free flowing, low density materials on firm, smooth surfaces for short distances with minimal grades. Light snow removal.

ledium — Industrial and construction job site applications. Loading from bank or load and carry of low to medium density materials on normal surfaces with low to medium rolling resistance and slight adverse grades. Occasional use of various attachments under normal loading conditions.

igh — Continuous industrial, construction and batch plant applications. Loading from tight banks or load and carry of high density materials on rough or very soft surfaces with high rolling resistance and adverse grades. Maximum use of high flow attachments under high loading conditions.

oad Factor Guide
verage engine load factor based on application description for each range)

ow 35%-50%
ledium 50%-65%
igh 65%-80%

DERGROUND MINING — Hard Rock Articulated Trucks

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
)30	27.0-38.0	**7.1-10.0**	38.0-45.0	**10.0-11.9**	45.0-56.0	**11.9-14.8**
)45B	35.0–45.0	**9.2-11.9**	45.0-55.0	**11.9-14.5**	55.0-65.0	**14.5-17.2**
)55 Flat Haul	35.0-42.0	**9.2-11.1**	42.0-57.0	**11.1-15.0**	57.0-70.0	**15.0-18.5**
)60	45.0-55.0	**11.9-14.5**	55.0-65.0	**14.5-17.2**	65.0-80.0	**17.2-21.1**

Typical Application Description
relative to work application)

Low — Continuous operation at <80% of maximum recommended gross weight. Short to medium haul distances: 300-1000 m (**990-3300 feet**). Well maintained, level haul roads. Considerable amount of idling. Very few tray impacts. Low load factor.

Medium — Intermittent operation at less than maximum recommended gross weight. Medium to longer haul distances: 1000-5000 m (**3300-16,000 feet**). Varying haul road conditions with some adverse grades. Occasional tray impacts. Medium load factor.

High — Continuous operation at maximum recommended gross weight. Long haul distances: >5000 m (**>16,000 feet**). Poor haul road conditions with adverse/steep grades. Frequent tray impacts. High load factor.

Load Factor Guide
average engine load factor based on application description for each range)

Low — 20%-40%
Medium — 40%-60%
High — 60%-80%

CAVATORS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
HE D SERIES						
300.9D	0.9-1.4	**0.24-0.35**	1.4-1.8	**0.35-0.47**	1.8-2.3	**0.47-0.59**
301.7D	0.9-1.4	**0.24-0.35**	1.4-1.8	**0.35-0.47**	1.8-2.3	**0.47-0.59**
301.7D CR	0.9-1.4	**0.24-0.35**	1.4-1.8	**0.35-0.47**	1.8-2.3	**0.47-0.59**
302.4D	1.2-1.8	**0.31-0.47**	1.8-2.4	**0.47-0.62**	2.4-3.0	**0.62-0.78**
302.7D CR	1.2-1.8	**0.31-0.47**	1.8-2.4	**0.47-0.62**	2.4-3.0	**0.62-0.78**
303.5D CR	1.4-2.8	**0.4-0.7**	2.8-4.3	**0.7-1.1**	4.3-5.7	**1.1-1.5**
304D CR	2.0-3.9	**0.5-1.0**	3.9-5.9	**1.0-1.6**	5.9-7.8	**1.6-2.1**
305D CR	2.0-3.9	**0.5-1.0**	3.9-5.9	**1.0-1.6**	5.9-7.9	**1.6-2.1**
305.5D CR	2.2-4.4	**0.6-1.2**	4.4-6.6	**1.2-1.7**	6.6-8.8	**1.7-2.3**
307D	2.6-5.1	**0.7-1.3**	5.1-7.7	**1.3-2.0**	7.7-10.3	**2.0-2.7**
308D CR	2.6-5.1	**0.7-1.3**	5.1-7.07	**1.3-2.0**	7.7-10.3	**2.0-2.7**
HE E SERIES						
303E (Inside Japan only)	1.1-2.3	**0.3-0.6**	2.3-3.4	**0.6-0.9**	3.4-4.6	**0.9-1.2**
303.5E CR (HRC)	1.5-2.9	**0.4-0.8**	2.9-4.4	**0.8-1.2**	4.4-5.8	**1.2-1.5**
304E CR (HRC)	1.8-3.7	**0.5-1.0**	3.7-5.5	**1.0-1.5**	5.5-7.3	**1.5-1.9**
305E CR (HRC)	1.8-3.7	**0.5-1.0**	3.7-5.5	**1.0-1.5**	5.5-7.3	**1.5-1.9**
305.5E CR (HRC)	2.0-4.0	**0.5-1.1**	4.0-6.0	**1.1-1.6**	6.0-8.0	**1.6-2.1**
308E CR (HRC)	2.6-5.3	**0.7-1.4**	5.3-7.9	**1.4-2.1**	7.9-10.5	**2.1-2.8**
308E2 (HRC)	2.7-5.4	**0.7-1.4**	5.4-8.0	**1.4-2.1**	8.0-10.7	**2.1-2.8**
306E (LRC), 307E (LRC)	2.3-4.6	**0.6-1.2**	4.6-6.9	**1.2-1.8**	6.9-9.2	**1.8-2.4**
305.5E (LRC)	2.0-4.0	**0.5-1.1**	4.0-6.0	**1.1-1.6**	6.0-8.0	**1.6-2.1**
308E (LRC)	2.9-5.7	**0.8-1.5**	5.7-8.6	**1.5-2.3**	8.6-11.5	**2.3-3.0**
X D SERIES						

:X D SERIES						
312D (Tier 3)	4.0-7.5	**1.1-2.0**	7.5-11.5	**2.0-3.0**	11.5-15.2	**3.0-4.0**
320D (STD Tier 3)	6.0-12.0	**1.6-3.2**	12.0-18.0	**3.2-4.8**	18.0-24.0	**4.8-6.3**
320D (HHP Tier 3)	6.5-12.5	**1.7-3.3**	12.5-18.5	**3.3-4.9**	18.5-24.8	**4.9-6.6**
321D CR (STD Tier 3)	6.0-12.0	**1.6-3.2**	12.0-18.0	**3.2-4.8**	18.0-24.0	**4.8-6.3**
321D CR (HHP Tier 3)	6.5-12.5	**1.7-3.3**	12.5-18.5	**3.3-4.9**	18.5-24.8	**4.9-6.6**
324D (STD Tier 2)	6.5-13.5	**1.7-3.6**	13.5-20.0	**3.6-5.3**	20.0-26.6	**5.3-7.0**
324D (HHP Tier 2)	7.5-15.5	**2.0-4.1**	15.5-23.0	**4.1-6.1**	23.0-30.4	**6.1-8.0**
324D (STD Tier 3)	7.0-14.0	**1.8-3.7**	14.0-21.0	**3.7-5.5**	21.0-28.0	**5.5-7.4**
324D (HHP Tier 3)	8.0-16.0	**2.1-4.2**	16.0-24.0	**4.2-6.3**	24.0-32.0	**6.3-8.5**
328D CR (Tier 3)	8.5-17.5	**2.2-4.6**	17.5-26.0	**4.6-6.9**	26.0-34.5	**6.9-9.1**
329D (STD Tier 2)	7.5-15.5	**2.0-4.1**	15.5-23.0	**4.1-6.1**	23.0-30.5	**6.1-8.1**
329D (HHP Tier 2)	8.5-16.5	**2.2-4.4**	16.5-24.5	**4.4-6.5**	24.5-33.0	**6.5-8.7**
329D (STD Tier 3)	8.0-16.0	**2.1-4.2**	16.0-24.0	**4.2-6.3**	24.0-32.0	**6.3-8.5**
329D (HHP Tier 3)	8.5-17.5	**2.2-4.6**	17.5-26.0	**4.6-6.9**	26.0-34.5	**6.9-9.1**
349D (Tier 2)	14.5-29.0	**3.8-7.7**	29.0-43.3	**7.7-11.4**	43.3-58.0	**11.4-15.3**
349D (Tier 3)	15.5-30.5	**4.1-8.1**	30.5-45.6	**8.1-12.0**	45.6-61.0	**12.0-16.1**
374D (Tier 2)	18.0-35.5	**4.8-9.4**	35.5-53.6	**9.4-14.2**	53.6-71.5	**14.2-18.9**
374D (Tier 3)	19.0-37.5	**5.0-9.9**	37.5-56.4	**9.9-14.9**	56.4-75.5	**14.9-19.9**
390D (C18 Tier 2)	19.5-38.5	**5.2-10.2**	38.5-58.0	**10.2-15.3**	58.0-77.0	**15.3-20.3**
390D (C18 Tier 3)	20.5-41.5	**5.4-11.0**	41.5-62.0	**11.0-16.4**	62.0-82.5	**16.4-21.8**

application of these machines is to be used for scrap handling, the LOW hourly fuel consumption rate would typically apply.
: Fuel consumption rates for 320D through 390D include machine at idle per load factor definition.

CAVATORS						
odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
EX D2 SERIES						

312D2 (STDTier 2)	3.6-7.1	**1.0-1.9**	7.1-10.7	**1.9-2.8**	10.7-14.2	**2.8-3.8**
312D2 (ECOTier 2)	3.1-6.2	**0.8-1.6**	6.2-9.3	**1.6-2.5**	9.3-12.4	**2.5-3.3**
312D2 GC (STDTier 2)	3.1-6.2	**0.8-1.6**	6.2-9.3	**1.6-2.5**	9.3-12.4	**2.5-3.3**
313D2 (STDTier 2)	3.6-7.1	**1.0-1.9**	7.1-10.7	**1.9-2.8**	10.7-14.2	**2.8-3.8**
313D2 (ECOTier 2)	3.1-6.2	**0.8-1.6**	6.2-9.3	**1.6-2.5**	9.3-12.4	**2.5-3.3**
318D2 (STDTier 2)	4.5-8.9	**1.2-2.4**	8.9-13.4	**2.4-3.5**	13.4-17.8	**3.5-4.7**
318D2 (ECOTier 2)	3.9-7.8	**1.0-2.1**	7.8-11.8	**2.1-3.1**	11.8-15.7	**3.1-4.1**
320D2 (SHPTier 2)	5.3-13.3	**1.4-3.5**	13.3-18.6	**3.5-4.9**	18.6-26.5	**4.9-7.0**
320D2 GC (STDTier 2)	4.6-11.5	**1.2-3.0**	11.5-16.1	**3.0-4.3**	16.1-23.0	**4.3-6.1**
323D2 GC (HHPTier 2)	5.4-13.5	**1.4-3.6**	13.5-18.9	**3.6-5.0**	18.9-27.0	**5.0-7.1**
336D2 (ECOTier 2)	11.0-19.0	**2.9-5.0**	19.0-26.0	**5.0-6.9**	26.0-32.0	**6.9-8.5**
336D2 (HHPTier 2)	14.0-24.0	**3.7-6.3**	24.0-33.0	**6.3-8.7**	33.0-41.0	**8.7-10.8**
336D2 (ECOTier 3)	11.0-19.5	**2.9-5.1**	19.5-28.5	**5.1-7.5**	28.5-35.0	**7.5-9.2**
336D2 (HHPTier 3)	14.0-25.0	**3.7-6.6**	24.0-36.0	**6.6-9.5**	36.0-44.5	**9.5-11.8**
:X E SERIES						
312E (ECO Tier 4 Interim)	3.2-6.3	**0.8-1.7**	6.3-9.5	**1.7-2.5**	9.5-12.6	**2.5-3.3**
312E (HHP Tier 4 Interim)	3.6-7.1	**1.0-1.9**	7.1-10.7	**1.9-2.8**	10.7-14.2	**2.8-3.7**
314E (HHPTier 4 Interim)	3.1-6.2	**0.8-1.6**	6.2-9.3	**1.6-2.5**	9.3-12.4	**2.5-3.3**
314E (ECOTier 4 Interim)	2.9-5.7	**0.8-1.5**	5.7-8.6	**1.5-2.3**	8.6-11.5	**2.3-3.0**
314EL (HHPTier 4 Interim)	3.4-6.8	**0.9-1.8**	6.8-10.2	**1.8-2.7**	10.2-13.7	**2.7-3.6**
314EL (ECOTier 4 Interim)	2.7-5.4	**0.7-1.4**	5.4-8.1	**1.4-2.1**	8.1-10.8	**2.1-2.8**
316E (ECO Tier 4 Interim)	3.9-7.8	**1.0-2.1**	7.8-11.7	**2.1-3.1**	11.7-15.7	**3.1-4.1**
316E (HPP Tier 4 Interim)	4.5-9.1	**1.2-2.4**	9.1-13.6	**2.4-3.6**	13.6-18.2	**3.6-4.8**
318E (ECO Tier 4 Interim)	3.9-7.8	**1.0-2.1**	7.8-11.7	**2.1-3.1**	11.7-15.7	**3.1-4.1**
318E (HPP Tier 4 Interim)	4.5-9.1	**1.2-2.4**	9.1-13.6	**2.4-3.6**	13.6-18.2	**3.6-4.8**
320E (ECO Tier 4 Interim)	4.6-9.2	**1.2-2.4**	9.2-13.8	**2.4-3.5**	13.8-18.3	**3.5-4.7**
320E (STD Tier 4 Interim)	5.5-11.0	**1.4-2.8**	11.0-16.4	**2.8-4.2**	16.4-21.9	**4.2-21.9**
320E (HHP Tier 4 Interim)	5.9-11.9	**1.5-3.1**	11.9-17.8	**3.1-4.6**	17.8-23.8	**4.6-6.1**
323E (ECO Tier 4 Interim)	4.6-9.2	**1.2-2.4**	9.2-13.8	**2.4-3.5**	13.8-18.3	**3.5-4.7**
323E (STD Tier 4 Interim)	5.5-11.0	**1.4-2.8**	11.0-16.4	**2.8-4.2**	16.4-21.9	**4.2-21.9**
323E (HHP Tier 4 Interim)	5.9-11.9	**1.5-3.1**	11.9-17.8	**3.1-4.6**	17.8-23.8	**4.6-6.1**
324E (ECO Tier 4 Interim)	5.7-11.4	**1.5-2.9**	11.4-17.1	**2.9-4.4**	17.1-22.9	**4.4-5.9**
324E (STD Tier 4 Interim)	6.4-12.8	**1.6-3.3**	12.8-19.2	**3.3-4.9**	19.2-25.6	**4.9-6.6**
324E (HHP Tier 4 Interim)	7.2-14.4	**1.9-3.7**	14.4-21.6	**3.7-5.6**	21.6-28.9	**5.6-7.4**
329E (ECO Tier 4 Interim)	6.8-13.5	**1.7-3.5**	13.5-20.3	**3.5-5.2**	20.3-27.0	**5.2-6.9**
329E (STD Tier 4 Interim)	7.3-14.6	**1.9-3.8**	14.6-21.9	**3.8-5.6**	21.9-29.2	**5.6-7.5**
329E (HHP Tier 4 Interim)	8.6-17.1	**2.2-4.4**	17.1-25.7	**4.4-6.6**	25.7-34.3	**6.6-8.8**
336E (ECOTier 4 Interim)	9.5-19.0	**2.5-5.0**	19.0-29.0	**5.0-7.7**	29.0-38.0	**7.7-10.0**
336E (STDTier 4 Interim)	10.5-21.5	**2.8-5.7**	21.5-32.0	**5.7-8.5**	32.0-42.0	**8.5-11.1**
336E (HHPTier 4 Interim)	12.0-24.0	**3.2-6.3**	24.0-36.0	**6.3-9.5**	36.0-47.5	**9.5-12.5**
336EH (ECOTier 4 Interim)	12.0-20.5	**3.2-5.4**	20.5-29.5	**5.4-7.8**	29.5-41.0	**7.8-10.8**
336EH (STDTier 4 Interim)	13.0-22.0	**3.4-5.8**	22.0-31.5	**5.8-8.3**	31.5-44.0	**8.3-11.6**
336EH (HHPTier 4 Interim)	14.5-25.0	**3.8-6.6**	25.0-36.0	**6.6-9.5**	36.0-50.0	**9.5-13.2**
349E (C13 Tier 4 Interim)	15.0-30.5	**4.0-8.1**	30.5-45.5	**8.1-12.0**	45.5-60.5	**12.0-16.0**

CAVATORS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
ACK MATERIAL HANDLERS						
385C MH	48-60	**12.7-15.8**	60-74	**15.8-19.5**	74-82	**19.5-21.7**
HEEL HEX AND ATERIAL HANDLER						
M313D	8.0-12.0	**2.1-3.2**	12.0-16.0	**3.2-4.2**	16.0-19.0	**4.2-5.0**
M315D	9.0-13.0	**2.4-3.4**	13.0-18.0	**3.4-4.8**	18.0-21.0	**4.8-5.5**
M316D	8.0-12.0	**2.1-3.2**	12.0-17.0	**3.2-4.5**	17.0-20.0	**4.5-5.3**
M318D	9.0-13.0	**2.4-3.4**	13.0-18.0	**3.4-4.8**	18.0-22.0	**4.8-5.8**
M318D MH	—	—	—	—	—	—
M322D	11.0-17.0	**2.9-4.5**	17.0-23.0	**4.5-6.1**	23.0-26.0	**6.0-6.9**
M322D MH	—	—	—	—	—	—
M325D MH	13-18	**3.4-4.8**	19-23	**5.0-6.1**	24-28	**6.3-7.4**
M325D LMH	14-20	**3.7-5.3**	21-26	**5.5-6.9**	27-32	**7.1-8.5**
MH3037	15-17	**4.0-4.5**	18-20	**4.8-5.3**	21-23	**5.5-6.1**
MH3049	17-19	**4.5-5.0**	20-22	**5.3-5.8**	23-25	**6.1-6.6**
MH3059	20-22	**5.3-5.8**	23-25	**6.1-6.6**	26-28	**6.9-7.4**

Mini HEX

ypical Application Description

relative to work application)

.ow — Mostly shallow depth urban utility construction where excavator sets pipe and digs in sandy loam or free flowing, low density material. Little traveling and little or no impact.

Medium — Most residential pipeline and cabling applications. Continuous mass excavation and trenching in natural bed clay soils. Some traveling and steady, full throttle operation.

ligh — Continuous trenching or truck loading in rock or shot rock soils. Most pipeline applications in hard rocky material. Large amount of travel over rough ground. Constant high load factor and high impact.

.oad Factor Guide
average engine load factor based on application description for each range)

.ow	20%-40%
Medium	40%-60%
ligh	60%-80%

)0 Series
pical Application Description
elative to work application)

ow	Mostly shallow depth urban utility construction where excavator sets pipe and digs less than 50% of the daily work schedule. Sandy loam, free flowing, low density material. Little traveling and little or no impact.
edium	Most residential sewer applications. Continuous mass excavation and trenching in natural bed clay soils. Digging 60-85% of the daily work schedule. Most log loading applications. Some traveling and steady, full throttle operation.
igh	Continuous trenching or truck loading in rock or shot rock soils. Most pipeline applications in hard rocky material. Digging 90-95% of the daily work schedule. Large amount of travel

in hard rocky material. Digging 90-95% of the daily work schedule. Large amount of travel over rough ground. Working on rock floor with constant high load factor and high impact.

ad Factor Guide (Tier 2, Tier 3 and Tier 4 Interim HEXSM, only)

verage engine load factor based on application description for each range)

w	20%-40%
edium	40%-60%
gh	60%-80%

Series

pical Application Description

elative to work application)

w	Urban utility construction application in sandy loam, low density material. Digging less than 50% of the daily work schedule. Rehandling and scrap handling applications.
edium	Residential sewer applications in natural bed clay. Continuous digging in sandy clay/gravel. Digging 60-85% of the daily work schedule. Site development and lumber yard applications. Most logging applications.
gh	Pipeline applications in hard rocky material. Continuous digging in rock/natural bed clay. Digging 90-95% of the daily work schedule. High impact, using hammer, working in forests and quarries.

ad Factor Guide

verage engine load factor based on application description for each range)

w	20%-40%
edium	40%-60%
gh	60%-80%

ONT SHOVELS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
90	43.0-48.0	**11.4-12.7**	62.0-68.0	**16.4-18.0**	71.0-78.0	**18.8-20.6**
30B (Tier 1)	—	—	120.2	**31.6**	160.3	**42.2**
30B (Tier 1)	—	—	232.5	**61.2**	310.0	**81.6**

Typical Application Description
(relative to work application)

Low — Continuous loading in loose banks or stockpile. Light, easy work with, considerable idling. Good underfoot conditions.

Medium — Continuous loading in well-shot rock or fairly tight bank. Steady cycling with frequent periods of idle. Good underfoot conditions; dry floor, little impact or sliding on undercarriage. Minimal travel time (3%-6%).

High — Continuous loading in poorly-shot rock, virgin or lightly-blasted tight banks. Steady cycling in hard to dig material. Adverse underfoot conditions; rough floors, high impact and/or sliding on undercarriage.

Load Factor Guide
(average engine load factor based on application description for each range)

Low 20%-50%
Medium 50%-80%
High 80%-100%

DRAULIC MINING SHOVELS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
15/6015 FS	66-80	**17-21**	80-93	**21-25**	93-106	**25-28**
18/6018 FS	105-126	**28-33**	126-147	**33-39**	147-168	**39-44**
30/6030 FS	134-161	**35-43**	161-188	**43-50**	188-215	**50-57**
40/6040 FS	180-216	**48-57**	216-252	**57-67**	252-288	**67-76**
50/6050 FS	229-275	**60-73**	275-321	**73-85**	321-367	**85-97**
60/6060 FS	276-331	**73-87**	331-387	**87-102**	387-442	**102-117**

90 FS	402-483	**106-128**	483-563	**128-149**	563-644	**149-170**

Typical Application Description
(relative to work application)

Low	Light duty work with a considerable amount of idling.
Medium	Continuous loading operations with frequent idling periods. (Applies for the vast majority of applications)
High	Continuous hard digging operations with rare idling periods.

Load Factor Guide
(average engine load factor based on application description for each range)

Low	50%-60%
Medium	60%-70%
High	70%-80%

wning & Operating Costs

⑧ Hourly Fuel Consumption Tables
- Wheel Tractor-Scrapers
- Backhoe Loaders

HEEL TRACTOR-SCRAPERS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
1H Tier 4 Final*	28.0-39.4	**7.4-10.4**	39.4-50.7	**10.4-13.4**	50.7-62.1	**13.4-16.4**
3K Tier 4 Final*	32.2-43.2	**8.5-11.4**	43.2-54.5	**11.4-14.4**	54.5-68.1	**14.4-18.0**
7K Tier 4 Final*	42.0-61.7	**11.1-16.3**	61.7-81.4	**16.3-21.5**	81.4-106.7	**21.5-28.2**
1G Tier 3	34.1-48.5	**9.0-12.8**	48.5-62.8	**12.8-16.6**	62.8-77.6	**16.6-20.5**
7G Tier 3	48.8-72.1	**12.9-19.1**	72.3-95.8	**19.1-25.3**	95.8-125.3	**25.3-33.1**
7G Tier 3	66.6-98.8	**17.6-26.1**	98.8-131.0	**26.1-34.6**	131.0-163.2	**34.6-43.1**

hine requires the use of DEF fluid with a consumption rate approximately 2-3% of diesel fuel.

Typical Application Description
(relative to work application)

Low	Level or favorable grades on good haul roads and low rolling resistance. Easy-loading materials, partial loads. No impact. Average use, but with considerable idling.
Medium	Adverse and favorable grades with varying loading and haul road conditions. Long and short hauls, near full. Some impact. Typical road building use.

short hauls, near full. Some impact. Typical road building use.

High Rough haul roads. Loading heavy clay, continuous high total resistance conditions with steady cycling. Overloading. High impact conditions, such as loading ripped rock.

Load Factor Guide

(average engine load factor based on application description for each range)

Low 35%-50%
Medium 50%-65%
High 65%-80%

CKHOE LOADERS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
6E (Tier 2) 56 kW/**75 hp**	1.9-7.9	**0.5-2.1**	7.9-12.1	**2.1-3.2**	12.1-14.4	**3.2-3.8**
6E (Tier 2) 68.5 kW/**92 hp**	2.6-11.7	**0.7-3.1**	11.7-16.7	**3.1-4.4**	16.7-18.9	**4.4-5.0**
6F (Tier 4 Interim) 70 kW/**94 hp**	2.6-12.4	**0.7-3.3**	12.4-17.4	**3.3-4.6**	17.4-19.0	**4.6-5.0**
0F (Tier 2) 74.5 kW/**100 hp**	2.6-11.7	**0.7-3.1**	11.7-17.4	**3.1-4.6**	17.4-20.1	**4.6-5.3**
0F (Tier 4 Interim) 74.5 kW/**100 hp**	2.9-13.6	**0.8-3.6**	13.6-18.9	**3.6-5.0**	18.9-19.7	**5.0-5.2**
2F (Tier 2) 56.5 kW/**75 hp**	1.9-7.9	**0.5-2.1**	7.9-12.1	**2.1-3.2**	12.1-14.4	**3.2-3.8**
2F (Tier 2) 68.5 kW/**92 hp**	2.6-11.7	**0.7-3.1**	11.7-16.7	**3.1-4.4**	16.7-18.9	**4.4-5.0**
8F (Tier 2) 70 kW/**94 hp**	2.6-11.0	**0.7-2.9**	11.0-16.7	**2.9-4.4**	16.7-19.3	**4.4-5.1**
8F (Tier 2) 74.5 kW/**100 hp**	2.6-11.7	**0.7-3.1**	11.7-17.4	**3.1-4.6**	17.4-20.1	**4.6-5.3**
8F (Stage 3a) 70 kW/**94 hp**	2.6-11.0	**0.7-2.9**	11.0-16.7	**2.9-4.4**	16.7-19.3	**4.4-5.1**
8F (Stage 3a) 74.5 kW/**100 hp**	2.6-11.4	**0.7-3.0**	11.4-17.0	**3.0-4.5**	17.0-20.8	**4.5-5.5**
8F (Stage 3b) 70 kW/**94 hp**	2.6-12.4	**0.7-3.3**	12.4-17.4	**3.3-4.6**	17.4-19.0	**4.6-5.0**
8F (Stage 3b) 74.5 kW/**100 hp**	2.9-13.6	**0.8-3.6**	13.6-18.9	**3.6-5.0**	18.9-19.7	**5.0-5.2**
0F (Tier 2) 74.5 kW/**100 hp**	2.6-11.7	**0.7-3.1**	11.7-17.4	**3.1-4.6**	17.4-20.1	**4.6-5.3**
0F (Tier 4 Interim) 86 kW/**115 hp**	3.1-14.8	**0.8-3.9**	14.8-20.9	**3.9-5.5**	20.9-22.8	**5.5-6.0**
2F (Tier 2) 74.5 kW/**100 hp**	2.6-11.7	**0.7-3.1**	11.7-17.4	**3.1-4.6**	17.4-20.1	**4.6-5.3**
2F (Stage 3a) 74.5 kW/**100 hp**	2.6-11.4	**0.7-3.0**	11.4-17.0	**3.0-4.5**	17.0-20.8	**4.5-5.5**
2F (Stage 3b) 82 kW/**110 hp**	2.9-13.7	**0.8-3.6**	13.7-19.0	**3.6-5.0**	19.0-21.9	**5.0-5.8**
4F (Tier 2) 68.5 kW/**92 hp**	2.6-11.7	**0.7-3.1**	11.7-16.7	**3.1-4.4**	16.7-18.9	**4.4-5.0**
4F (Tier 2) 74.5 kW/**100 hp**	2.6-11.7	**0.7-3.1**	11.7-17.4	**3.1-4.6**	17.4-20.1	**4.6-5.3**
4F (Stage 3a) 70 kW/**94 hp**	2.6-11.0	**0.7-2.9**	11.0-16.7	**2.9-4.4**	16.7-19.3	**4.4-5.1**
4F (Stage 3a) 74.5 kW/**100 hp**	2.6-11.4	**0.7-3.0**	11.4-17.0	**3.0-4.5**	17.0-20.8	**4.5-5.5**
4F (Stage 3b) 74.5 kW/**100 hp**	2.9-13.6	**0.8-3.6**	13.6-18.9	**3.6-5.0**	18.9-19.7	**5.0-5.2**
4F (Tier 2) 74.5 kW/**100 hp**	2.6-11.7	**0.7-3.1**	11.7-17.4	**3.1-4.6**	17.4-20.1	**4.6-5.3**
4F (Stage 3a) 74.5 kW/**100 hp**	2.6-11.4	**0.7-3.0**	11.4-17.0	**3.0-4.5**	17.0-20.8	**4.5-5.5**
4F (Stage 3b) 82 kW/**110 hp**	2.9-13.7	**0.8-3.6**	13.7-19.0	**3.6-5.0**	19.0-21.9	**5.0-5.8**
0E (Tier 3) 102 kW/**137 hp**	3.1-13.6	**0.8-3.6**	13.6-21.9	**3.6-5.8**	21.9-26.1	**5.8-6.9**
0F (Tier 4 Interim) 106 kW/**142 hp**	3.3-16.2	**0.9-4.3**	16.2-23.1	**4.3-6.1**	23.1-27.1	**6.1-7.2**

4.01

Backhoe Loaders
Typical Application Description
(relative to work application)

Low — Light duty utility applications with intermittent cycles in light to medium soil. Trenching depths less than 1.83 m (**6 feet**).

Medium — General utility applications with regular cycles in medium to heavy soil. Dig depths to 3.05 m (**10 feet**). Occasional use of constant flow implements.

High — Production applications or digging in rock. Dig depths over 3.05 m (**10 feet**). Long cycle times or regular use of constant flow implements.

Load Factor Guide
(average engine load factor based on application description for each range)

Low 20%-40%
Medium 40%-65%
High 65%-80%

REST PRODUCTS

lodel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
OREST MACHINE						
320D FM	11.5-14.0	**3.0-3.7**	17.0-19.0	**4.5-5.0**	20.5-22.5	**5.4-6.0**
322C LL	25.0-28.0	**6.5-7.5**	26.0-29.0	**7.0-7.5**	27.0-30.0	**7.5-8.0**
324D FM	14.0-19.0	**3.7-5.1**	23.0-27.0	**6.1-7.1**	27.0-32.0	**7.2-8.5**
325C LL	26.0-29.0	**7.0-7.5**	27.0-30.0	**7.0-8.0**	29.0-32.0	**7.5-8.5**
325D FM	14.0-19.0	**3.7-5.1**	23.0-27.0	**6.1-7.1**	27.0-32.0	**7.2-8.5**
330C LL	36.0-40.0	**9.5-10.5**	37.0-41.0	**10.0-11.0**	38.0-42.0	**10.0-11.0**
330D FM	19.0-24.0	**5.0-6.3**	29.0-33.0	**7.7-8.7**	34.0-39.0	**9.0-10.3**
568 LL Tier 4	19.0-24.0	**5.0-6.3**	29.0-33.0	**7.7-8.7**	34.0-39.0	**9.0-10.3**
568 GF Tier 4	19.0-24.0	**5.0-6.3**	29.0-33.0	**7.7-8.7**	34.0-39.0	**9.0-10.3**
RACK FELLER BUNCHER						
511 (2290)	25.0-28.0	**6.5-7.5**	28.0-34.0	**7.5-9.0**	36.0-42.0	**9.5-11.0**
521 (2390)	27.0-33.0	**7.0-8.5**	33.0-36.0	**8.5-9.5**	36.0-44.0	**9.5-11.5**
522 (2391)	27.0-33.0	**7.0-8.5**	33.0-36.0	**8.5-9.5**	36.0-44.0	**9.5-11.5**
532 (2491)	28.0-34.0	**7.5-9.0**	34.0-38.0	**9.0-10.0**	38.0-45.0	**10.0-12.0**
541 Series 2Tier 3 (2590)	28.0-34.0	**7.5-9.0**	34.0-38.0	**9.0-10.0**	38.0-45.0	**10.0-12.0**
551	28.0-34.0	**7.5-9.0**	34.0-38.0	**9.0-10.0**	38.0-45.0	**10.0-12.0**
552 Series 2Tier 3	30.0-34.0	**8.0-9.0**	34.0-40.0	**9.0-10.5**	40.0-49.0	**10.5-13.0**
/HEEL FELLER BUNCHER						
553CTier 3	18.9-22.7	**5.0-6.0**	22.7-26.5	**6.0-7.0**	26.5-32.2	**7.0-8.5**
563CTier 4 Interim	18.9-22.7	**5.0-6.0**	22.7-26.5	**6.0-7.0**	26.5-32.2	**7.0-8.5**
573CTier 4 Interim	18.9-22.7	**5.0-6.0**	22.7-26.5	**6.0-7.0**	26.5-32.2	**7.0-8.5**
RACK SKIDDERS						
527	13.2-18.9	**3.5-5.0**	18.9-23.6	**5.0-6.25**	23.6-32.2	**6.25-8.5**
/HEEL SKIDDERS						
525C	17.0-18.9	**4.5-5.0**	18.9-20.8	**5.0-5.5**	20.8-24.6	**5.5-6.5**
535C	17.4-19.7	**4.6-5.2**	19.7-22.0	**5.2-5.8**	22.0-25.4	**5.8-6.7**

545C	18.2-20.1	**4.8-5.3**	20.1-22.0	**5.3-5.8**	22.0-28.0	**5.8-7.4**
NUCKLEBOOM LOADER						
529 Tier 3	12.04	**3.31**	19.47	**5.36**	25.58	**7.04**
559C Tier 4 Interim	12.91	**3.55**	19.69	**5.42**	25.96	**7.15**
579 Tier 4 Interim	12.91	**3.55**	19.69	**5.42**	25.96	**7.15**
RACK HARVESTER						
501HD Tier 3	14.0	**3.7**	16.3	**4.3**	20.8	**5.5**
/HEEL HARVESTER	—	—	—	—	—	—
ORWARDERS						
564 Tier 3	13.2	**3.5**	15.0	**4.0**	17.0	**4.5**
574 Tier 3	14.4	**3.8**	15.9	**4.2**	17.8	**4.7**
584 Tier 3	12.5	**3.3**	14.0	**3.7**	17.0	**4.5**
584HD Tier 3	13.0	**3.4**	14.3	**3.8**	18.9	**5.0**

/heel Skidders
Typical Application Description
relative to work application)

.ow	Intermittent skidding for short distances, no decking. Good underfoot conditions; dry floor, few if any stumps, flat/level terrain with low skidding resistance.
Medium	Continuous turning, steady skidding for medium distances with moderate decking. Good underfoot conditions; dry floor with few stumps, gradual rolling/moderate terrain with medium skidding resistance.
High	Continuous turning, steady skidding for long distances with frequent decking. Poor underfoot conditions; wet floor, numerous stumps, steep terrain with high skidding resistance.

.oad Factor Guide — 517

.ow	Skidding loads less than 4536 kg **(10,000 lb)** in flat terrain (0-8% grade) with low skidding resistance.
Medium	Skidding loads up to 4536 kg **(10,000 lb)** in moderate terrain (8-30% grade) with medium skidding resistance.
High	Skidding loads over 4536 kg **(10,000 lb)** in steep terrain (over 30% grade) with high skidding resistance.

.oad Factor Guide — 525B

.ow	Skidding loads less than 4500 kg **(10,000 lb)** in flat terrain (0-5% grade) with low skidding resistance.
Medium	Skidding loads up to 6800 kg **(15,000 lb)** in moderate terrain (5-10% grade) with average

Medium Skidding loads up to 6800 kg **(15,000 lb)** in moderate terrain (5-10% grade) with average skidding resistance

High Skidding loads over 6800 kg **(15,000 lb)** in steep terrain (over 10% grade) with high skidding resistance.

Load Factor Guide — 527

Low Skidding loads less than 6360 kg **(14,000 lb)** in flat terrain (0-8% grade) with low skidding resistance.

Medium Skidding loads up to 6360 kg **(14,000 lb)** in moderate terrain (8-30% grade) with medium skidding resistance.

High Skidding loads over 6360 kg **(14,000 lb)** in steep terrain (over 30% grade) with high skidding resistance.

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
'0G Tier 4 Final†	19.7-29.5	**5.2-7.7**	29.5-39.3	**7.7-10.3**	39.3-49.2	**10.3-12.9**
'0G	18.3-27.5	**4.8-7.3**	27.5-36.6	**7.3-9.7**	36.6-45.8	**9.7-12.1**
'2G Tier 4 Final†	23.5-35.3	**6.2-9.3**	35.3-47.1	**9.3-12.4**	47.1-58.9	**12.4-15.4**
'2G	22.0-32.9	**5.8-8.7**	32.9-43.9	**8.7-11.6**	43.9-54.9	**11.6-14.5**
'3E	27.4-41.2	**7.2-10.9**	41.2-54.9	**10.9-14.5**	54.9-68.6	**14.5-18.1**
'3G	29.0-43.5	**7.7-11.5**	43.5-58.0	**11.5-15.3**	58.0-72.5	**15.3-19.2**
'3G Tier 4 Final	29.0-43.5	**7.7-11.5**	43.5-58.1	**11.5-15.4**	58.1-72.6	**15.4-19.2**
'5G	30.9-46.3	**8.2-12.2**	46.3-61.7	**12.2-16.3**	61.7-77.1	**16.3-20.4**
'5G Tier 4 Final	30.9-46.4	**8.2-12.3**	46.4-61.9	**12.3-16.4**	61.9-77.4	**16.4-20.4**
'7D	37.5-56.3	**9.9-14.9**	56.3-75.0	**14.9-19.8**	75.0-93.8	**19.8-24.8**
'7G	37.5-56.2	**9.9-14.8**	56.2-75.0	**14.8-19.8**	75.0-93.7	**19.8-24.8**
'7G Tier 4 Final	38.7-58.0	**10.2-15.3**	58.0-77.4	**15.3-20.4**	77.4-96.7	**20.4-25.5**
5C**	53.7-80.6	**14.2-21.3**	80.6-107.5	**21.3-28.4**	107.5-134.4	**28.4-35.5**
5D****	54.2-81.4	**14.3-21.5**	81.4-108.5	**21.5-28.7**	108.5-135.6	**28.7-35.8**
9D 1900 HP**	70.6-105.9	**18.7-28.0**	105.9-141.2	**28.0-37.3**	141.2-176.5	**37.3-46.6**
9D 2100 HP*	74.9-112.4	**19.8-29.7**	112.4-149.9	**29.7-39.6**	149.9-187.4	**39.6-49.5**
9D 2100 HP****	79.7-119.5	**21.1-31.6**	119.5-159.3	**31.6-42.1**	159.3-199.1	**42.1-52.6**
3D**	90.8-136.2	**24.0-36.0**	136.2-181.6	**36.0-48.0**	181.6-227.0	**48.0-60.0**
T4400D AC****	89.1-133.6	**23.5-35.3**	133.6-178.1	**35.3-47.0**	178.1-222.6	**47.0-58.8**
3F****	96.7-145.0	**25.5-38.3**	145.0-193.3	**38.3-51.1**	193.3-241.7	**51.1-63.9**
3F HAA	90.7-136.0	**24.0-35.9**	136.0-181.4	**35.9-47.9**	181.4-226.7	**47.9-59.9**
5F****	123.3-184.9	**32.6-48.9**	184.9-246.6	**48.9-65.2**	246.6-308.2	**65.2-81.4**
T5300D AC****	126.1-189.3	**33.3-50.0**	189.3-252.1	**50.0-66.6**	252.1-315.3	**66.6-83.3**
7F****	146.8-220.3	**38.8-58.2**	220.3-293.7	**58.2-77.6**	293.7-367.1	**77.6-97.0**
7F HAA***	147.9-221.8	**39.1-58.6**	221.8-295.8	**58.6-78.2**	295.8-369.7	**78.2-97.7**

EPA Tier 1 Capable.
EPA Tier 1 Certified.
EPA Tier 2 Capable.
EPA Tier 2 Certified.
Machine requires the use of DEF fluid with a consumption rate approximately 2-3% of diesel fuel.
E: Load factors above 50% may be experienced in many applications.

Typical Application Description

(relative to work application)

Low — Continuous operation at an average gross weight less than recommended. Excellent haul roads. No overloading, low load factor.

Medium — Continuous operation at an average gross weight approaching recommended. Minimal overloading, good haul roads, moderate load factor.

High — Continuous operation at or above maximum recommended gross weight. Overloading, poor haul roads, high load factor.

Load Factor Guide

(average engine load factor based on application description for each range)

Low 20%-30%

Medium 30%-40%

High 40%-50%

E: For best results, use Caterpillar Fleet Production and Cost Analysis (FPC) to simulate cycle time, fuel burn, and production. For Application Specific Performance inquiries, contact Factory Representative or visit catminer.cat.com/stb for more information.

LEHANDLERS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
l210	5.1-6.8	**1.3-1.8**	8.5-10.1	**2.2-2.6**	11.8-13.5	**3.1-3.5**
l215	5.1-6.8	**1.3-1.8**	8.5-10.1	**2.2-2.6**	11.8-13.5	**3.1-3.5**
l220B (59-74 kW/**80-99 hp**)	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l220B (92 kW/**123 hp**)	5.0-8.0	**1.3-2.1**	10.0-16.0	**2.6-4.2**	13.0-20.0	**3.4-5.3**
l330B (59-74 kW/**80-99 hp**)	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l330B (92 kW/**123 hp**)	5.0-8.0	**1.3-2.1**	10.0-16.0	**2.6-4.2**	13.0-20.0	**3.4-5.3**
l340B	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l350B	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l355B	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l360B	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l460B	5.0-7.0	**1.3-1.8**	10.0-14.0	**2.6-3.7**	13.0-17.0	**3.4-4.5**
l560B (59-74 kW/**80-99 hp**)	5.0-9.0	**1.3-2.4**	10.0-15.0	**2.6-4.0**	13.0-17.5	**3.4-4.6**
l560B (92 kW/**123 hp**)	5.0-9.0	**1.3-2.4**	10.0-17.0	**2.6-4.5**	13.0-21.0	**3.4-5.5**
l580B	5.0-6.0	**1.3-1.6**	9.0-10.7	**2.4-2.8**	16.0-18.3	**4.2-4.8**

Typical Application Description
relative to work application)

Low — Light to moderate, intermittent, utility applications with frequent periods of idling and limited travel.

Medium — General construction applications with moderate amounts of travel.

High — Continuous production applications with near capacity loading and extended lifts.

.oad Factor Guide
average engine load factor based on application description for each range)

.ow	20%-30%
Medium	30%-40%
High	40%-50%

EEL DOZERS/SOIL COMPACTORS/LANDFILL COMPACTORS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
4F	21.0-25.0	**5.5-6.5**	26.0-30.0	**7.0-8.0**	36.0-40.0	**9.5-10.5**
5F	26.0-30.0	**7.0-8.0**	36.0-42.0	**9.5-11.0**	44.0-47.0	**11.5-12.5**
6F	26.0-30.0	**7.0-8.0**	36.0-42.0	**9.5-11.0**	44.0-47.0	**11.5-12.5**
4H	28.9-33.8	**7.9-8.9**	39.8-45.8	**10.5-12.1**	53.7-59.7	**14.2-15.8**

5H	37.8-43.8	**10.0-11.6**	53.7-67.3	**14.2-17.8**	63.7-69.7	**16.8-18.4**
6H	34.0-35.8	**8.4-9.4**	39.8-43.8	**10.5-11.6**	47.8-51.7	**12.6-13.6**
4K	34.6-43.4	**9.1-11.4**	48.2-52.2	**12.7-13.8**	67.6-74.0	**17.8-19.5**
6H	39.8-43.8	**10.5-11.6**	47.8-51.7	**12.6-14.0**	55.7-59.7	**14.7-18.0**
4H	42.0-50.0	**11.0-13.0**	54.0-62.0	**14.0-16.0**	65.0-73.0	**17.0-19.0**
4K	49.2-64.4	**13.0-17.0**	64.4-79.5	**17.0-21.0**	79.5-94.6	**21.0-25.0**

Wheel Dozers
Typical Application Description
(relative to work application)

Low — Light utility and stockpile work. Pulling compactors. Dozing loose fill. Considerable idling or travel with no load and no impact.

Medium — Production dozing, push loading in clays, sands, silts, loose gravels. Shovel clean-up. Normal compaction.

High — Heavy production dozing in rock. Push-loading in rocky, bouldery borrow pits. Heavy landfill compactor work. High impact conditions.

Load Factor Guide
(average engine load factor based on application description for each range)

Low — 35%-50%
Medium — 50%-65%
High — 65%-80%

Soil Compactors/Landfill Compactors
Typical Application Description
(relative to work application)

Low — No dozing or very light spreading on a flat or downhill surface. Machine has support equipment dozing and spreading trash while compactor simply travels over flat surface multiple times.

Medium — Compactor primary use is compacting already spread material. Compactor assists in dozing and spreading during peak periods of day and possibly working slopes of no steeper than a 4:1.

High — Compactor is possibly only machine for operation. Machine will doze and spread material alone and then compact it with multiple passes working on steep slopes and possibly uphill.

Load Factor Guide
(average engine load factor based on application description for each range)

Low — 35%-50%
Medium — 50%-65%
High — 65%-80%

MPACTION EQUIPMENT						
odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
IL COMPACTORS						
CS-323C	8.0-13.0	**2.0-3.5**	11.0-15.0	**3.0-4.0**	11.0-19.0	**3.0-5.0**
CP-323C	8.0-13.0	**2.0-3.5**	11.0-15.0	**3.0-4.0**	11.0-19.0	**3.0-5.0**
CS-431C	8.0-11.0	**2.0-3.0**	11.0-13.0	**3.0-3.5**	11.0-15.0	**3.0-4.0**
CS-531D	11.0-13.0	**3.0-3.4**	12.0-14.0	**3.2-3.7**	13.0-16.0	**3.4-4.2**
CS-423E	4.5-6.4	**1.2-1.7**	6.4-9.5	**1.7-2.5**	9.5-12.9	**2.5-3.4**
CS-533E	5.7-9.5	**1.5-2.5**	9.5-13.2	**2.5-3.5**	13.2-17.0	**3.5-4.5**
CP-533E	5.7-9.5	**1.5-2.5**	9.5-13.2	**2.5-3.5**	13.2-17.0	**3.5-4.5**
CS-563E	12.0-14.0	**3.2-3.7**	14.0-17.0	**3.7-4.5**	17.0-20.0	**4.5-5.3**
CP-563E	12.0-14.0	**3.2-3.7**	14.0-17.0	**3.7-4.5**	17.0-20.0	**4.5-5.3**
CS-573E	12.0-15.0	**3.2-4.0**	14.0-18.0	**3.7-4.8**	17.0-21.0	**4.5-5.6**
CP-573E	12.0-15.0	**3.2-4.0**	14.0-18.0	**3.7-4.8**	17.0-21.0	**4.5-5.6**
CS-583E	15.0-17.0	**4.0-4.5**	17.0-19.0	**4.5-5.0**	19.0-23.0	**5.0-6.0**
CS-663E	15.0-17.0	**4.0-4.5**	17.0-19.0	**4.5-5.0**	19.0-23.0	**5.0-6.0**
CP-663E	15.0-17.0	**4.0-4.5**	17.0-19.0	**4.5-5.0**	19.0-23.0	**5.0-6.0**
CS-683E	17.0-19.0	**4.5-5.0**	19.0-21.0	**5.0-5.5**	22.5-24.5	**6.0-6.5**
CS44	5.8-7.8	**1.5-2.1**	7.8-11.9	**2.1-3.1**	11.9-15.7	**3.1-4.2**
CP44	5.8-7.8	**1.5-2.1**	7.8-11.9	**2.1-3.1**	11.9-15.7	**3.1-4.2**
CS54	5.7-9.5	**1.5-2.5**	9.5-13.2	**2.5-3.5**	13.2-17.0	**3.5-4.5**
CS56	7.6-9.5	**2.0-2.5**	9.5-15.1	**2.5-4.0**	15.1-22.7	**4.0-6.0**
CP56	7.6-9.5	**2.0-2.5**	9.5-15.1	**2.5-4.0**	15.1-22.7	**4.0-6.0**
CS64	7.6-9.5	**2.0-2.5**	9.5-15.1	**2.5-4.0**	15.1-26.5	**4.0-7.0**
CP64	7.6-9.5	**2.0-2.5**	9.5-15.1	**2.5-4.0**	15.1-26.5	**4.0-7.0**
CS74	9.5-11.4	**2.5-3.0**	11.4-15.1	**3.0-4.0**	15.1-26.5	**4.0-7.0**
CP74	9.5-11.4	**2.5-3.0**	11.4-15.1	**3.0-4.0**	15.1-26.5	**4.0-7.0**
CS76	11.4-13.3	**3.0-3.5**	13.3-17.0	**3.5-4.5**	17.0-26.5	**4.5-7.0**
CP76	11.4-13.3	**3.0-3.5**	13.3-17.0	**3.5-4.5**	17.0-26.5	**4.5-7.0**

CS76 XT	11.4-13.3	**3.0-3.5**	13.3-17.0	**3.5-4.5**	17.0-26.5	**4.5-7.0**
CS54B	6.3-10.5	**1.7-2.8**	10.5-14.5	**2.8-3.9**	14.5-18.7	**3.9-5.0**
CP54B	6.3-10.5	**1.7-2.8**	10.5-14.5	**2.8-3.9**	14.5-18.7	**3.9-5.0**
CS56B	8.4-10.5	**2.2-2.8**	10.5-16.6	**2.8-4.4**	16.6-25.0	**4.4-6.6**
CP56B	8.4-10.5	**2.2-2.8**	10.5-16.6	**2.8-4.4**	16.6-25.0	**4.4-6.6**
CS64B	6.3-10.5	**1.7-2.8**	10.5-14.5	**2.8-3.9**	14.5-18.7	**3.9-5.0**
CS66B	8.4-10.5	**2.2-2.8**	10.5-16.6	**2.8-4.4**	16.6-25.0	**4.4-6.6**
CS68B	8.4-10.5	**2.2-2.8**	10.5-16.6	**2.8-4.4**	16.6-29.2	**4.4-7.7**
CP68B	8.4-10.5	**2.2-2.8**	10.5-16.6	**2.8-4.4**	16.6-29.2	**4.4-7.7**
CS74B	10.5-12.5	**2.8-3.3**	12.5-16.6	**3.3-4.4**	16.6-29.2	**4.4-7.7**
CP74B	10.5-12.5	**2.8-3.3**	12.5-16.6	**3.3-4.4**	16.6-29.2	**4.4-7.7**
CS76B	12.5-14.9	**3.3-3.9**	14.9-18.7	**3.9-5.0**	18.7-29.2	**5.0-7.7**
CS78B	12.5-14.9	**3.3-3.9**	14.9-18.7	**3.9-5.0**	18.7-29.2	**5.0-7.7**

MPACTION EQUIPMENT

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
SPHALT COMPACTORS						
CB-434D	5.7-7.6	**1.5-2.0**	7.6-11.4	**2.0-3.0**	11.4-15.2	**3.0-4.0**
CB-534D	5.7-7.6	**1.5-2.0**	7.6-11.4	**2.0-3.0**	11.4-15.2	**3.0-4.0**
CB-534D XW	5.7-7.6	**1.5-2.0**	7.6-11.4	**2.0-3.0**	11.4-15.2	**3.0-4.0**
CB-564D	8.6	**2.3**	10.4	**2.8**	13.3	**3.5**
CB54	8.5	**2.2**	9.4	**2.5**	11.0	**2.9**
CB64	8.5	**2.2**	9.4	**2.5**	11.0	**2.9**
CB44B	6.8	**1.8**	8.3	**2.2**	10.2	**2.7**
CD44B	6.8	**1.8**	8.3	**2.2**	10.2	**2.7**

CB54B	7.9	**2.1**	9.5	**2.5**	10.9	**2.9**
CD54B	6.8	**1.8**	8.3	**2.2**	10.2	**2.7**
IEUMATIC TIRED COMPACTORS						
PS-150C	8.0-11.0	**2.0-3.0**	11.0-13.0	**3.0-3.5**	13.0-15.0	**3.5-4.0**
PS-200B	8.0-11.0	**2.0-3.0**	11.0-13.0	**3.0-3.5**	13.0-15.0	**3.5-4.0**
PS-300C	13.0-15.0	**3.5-4.0**	15.0-17.0	**4.0-4.5**	17.0-23.0	**4.5-6.0**
PF-300C	13.0-15.0	**3.5-4.0**	15.0-17.0	**4.0-4.5**	17.0-23.0	**4.5-6.0**
PS-360C	7.4-9.8	**1.9-2.6**	9.8-12.4	**2.6-3.3**	12.4-14.5	**3.3-4.6**
CW14	8.0-11.0	**2.1-2.9**	11.0-13.0	**2.9-3.4**	13.0-15.0	**3.4-4.0**
CW34	7.4-9.8	**2.0-2.6**	9.8-12.4	**2.6-3.3**	12.4-14.5	**3.3-3.8**

Asphalt Compactors
Typical Application Description
relative to work application)

Low	Asphalt mix, 25-50 mm (**1-2 inch**) lifts. Static finish rolling, all lifts.
Medium	Asphalt mix, 51-100 mm (**2-4 inch**) lifts.
High	Asphalt mix, 101-150 mm (**4-6 inch**) lifts. Prepare granular base lifts.

Vibratory Soil Compactors
Typical Application Description
relative to work application)

Low	Granular soil not compacted to high density (<95 Proctor). Residential street work with lift thicknesses from 51-100 mm (**2-4 inch**) working the initial compaction. Level ground, minimal slopes and intermittent periods of waiting for base work completion or material delivery. Speeds in the middle of the low range (2-3 km/h [1-2 mph]). Minimal start and stop of the vibe function.
Medium	Granular soil compacted to density (>95 Proctor). Cohesive soils with padded drum and low/normal moisture content, blading <25%. Continuous operation on thicker lifts 101-200 mm (**4-8 inch**) or doing the final passes on stiffer materials or working at the top end of the low speed range. Working on slopes greater than 5% or rapid directional changes combined with start and stop of the vibe function.
High	Cohesive soil with padded drum and high moisture content. Combined high load factors from the medium duty application. Working on thick lifts 201-300 mm (**8-12 inch**), slopes greater than 15%, or applications requiring significant blade work. An example would be trench work with backfilling.

Load Factor Guide
average engine load factor based on application description for each range)

Low	Vibration 20-40%
Medium	Vibration 40-60%
High	Vibration 60-100%

Pneumatic Compactors
Typical Application Description
relative to work application)

Low	Asphalt mix, all lifts. Intermediate or finish rolling, chip seal. Level ground.
Medium	Asphalt mix, all lifts. Intermediate or finish rolling. Granular base breakdown <100 mm (**<4 inch**). Moderate grade.
High	Granular base or cold in place breakdown roller >100 mm (**4 inch**) lifts. Intermediate or finish rolling. Steep grades.

Load Factor Guide

average engine load factor based on application description for each range)
Low Vibration 30%-50%
Medium Vibration 50%-80%
High Vibration 80%-100%

MPACTION EQUIPMENT — UTILITY COMPACTORS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
314B, CB14B XW	1.5	**0.40**	1.9	**0.50**	2.2	**0.58**
3-214D	2.0-3.0	**0.5-1.0**	2.5-3.5	**0.5-1.0**	3.0-4.0	**1.0-1.5**
322	4.0	**1.06**	5.5	**1.45**	7.0	**1.85**
3-224D	2.0-4.0	**0.5-1.0**	3.0-4.0	**0.5-1.0**	3.5-4.5	**1.0-1.5**
3-225D	2.0-3.0	**0.5-1.0**	2.5-3.5	**0.5-1.0**	3.0-4.0	**1.0-1.5**
324, CB24 XT	4.0	**1.06**	5.5	**1.45**	7.0	**1.85**
C24	3.0	**0.79**	5.0	**1.32**	7.0	**1.85**
332	4.0	**1.06**	5.5	**1.45**	7.0	**1.85**
3-334E	3.8-5-7	**1.0-1.5**	5.7-7.0	**1.5-1.8**	7.0-10.0	**1.8-2.6**
3-335E	3.5-5.5	**0.9-1.4**	5.5-6.5	**1.4-1.7**	6.5-9.0	**1.7-2.4**
334, CB34 XW	2.0-3.2	**0.53-0.83**	3.2-4.5	**0.83-1.19**	4.5-6.0	**1.19-1.59**
C34	2.0-3.2	**0.53-0.83**	3.2-4.5	**0.83-1.19**	4.5-6.0	**1.19-1.59**

Utility Compactors — CB14, CB22, CB24, CB32, CC24

Typical Application Description
(relative to work application)
Low Asphalt mix, 25-50 mm (**1-2 inch**) lifts. Static finish rolling, all lifts.
Medium Asphalt mix, 25-50 mm (**1-2 inch**) lifts. Normal working conditions with vibe and static.
High Asphalt mix, 25-50 mm (**1-2 inch**) lifts. May include some soil compaction.

Load Factor Guide
(average engine load factor based on application description for each range)
Low Vibration 10-30%
Medium Vibration 30-60%
High Vibration 60-85%

Utility Compactors — CB34, CC34
Typical Application Description
(relative to work application)
Low Asphalt mix, 25-50 mm (**1-2 inch**) lifts. Static finish rolling, all lifts.
Medium Asphalt mix, 51-100 mm (**2-4 inch**) lifts.
High Asphalt mix, 101-150 mm (**4-6 inch**) lifts. Prepare granular base lifts.

Load Factor Guide
(average engine load factor based on application description for each range)
Low Vibration 20-40%
Medium Vibration 40-70%
High Vibration 80-100%

PHALT PAVERS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
P500E (106 kW/**142 hp**)	7.6-9.5	**2.0-2.5**	9.5-11.4	**2.5-3.0**	11.4-15.1	**3.0-4.0**
P555E (106 kW/**142 hp**)	7.6-9.5	**2.0-2.5**	9.5-11.4	**2.5-3.0**	11.4-15.1	**3.0-4.0**
P600D (129 kW/**174 hp**)	7.6-11.4	**2.0-3.0**	11.4-17.0	**3.0-4.5**	17.0-22.7	**4.5-6.0**
P655D (129 kW/**174 hp**)	7.6-11.4	**2.0-3.0**	11.4-17.0	**3.0-4.5**	17.0-24.6	**4.5-6.5**
P1000D (167 kW/**224 hp**)	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-24.6	**5.0-6.5**
P1055D (167 kW/**224 hp**)	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-26.5	**5.0-7.0**
P1000E (168 kW/**225 hp**)	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-24.6	**5.0-6.5**
P1055E (168 kW/**225 hp**)	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-26.5	**5.0-7.0**
S600D (129 kW/**174 hp**)	7.6-11.4	**2.0-3.0**	11.4-17.0	**3.0-4.5**	17.0-22.7	**4.5-6.0**
S655D (129 kW/**174 hp**)	7.6-11.4	**2.0-3.0**	11.4-17.0	**3.0-4.5**	17.0-24.6	**4.5-6.5**
S-260D	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-24.6	**5.0-6.5**
S-2455D	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-26.5	**5.0-7.0**
S1000E (168 kW/**225 hp**)	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-24.6	**5.0-6.5**
S1055E (168 kW/**225 hp**)	9.5-15.1	**2.5-4.0**	15.1-18.9	**4.0-5.0**	18.9-26.5	**5.0-7.0**

E: The above fuel usage rates assume typical idle times for screed warm up and machine clean up.

Typical Application Description

(relative to work application)

Low Narrow width paving, low production.
Medium 3-4 m (**10-12 feet**) width, 50-75 mm (**2-3 inch**) lift.
High Wide width, deep lift paving.

Load Factor Guide

(average engine load factor based on application description for each range)

Low 20%-30%
Medium 30%-40%
High 40%-50%

)LD PLANERS

lodel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
M102	15.6-22.3	**4.1-5.9**	22.3-29.0	**5.9-7.7**	29.0-35.7	**7.7-9.4**
M200	38.7-55.3	**10.2-14.6**	55.3-71.8	**14.6-19.0**	71.8-88.4	**19.0-23.4**
M201	45.5-60.6	**12.0-16.0**	60.6-83.4	**16.0-22.0**	83.4-106.1	**22.0-28.0**
M465	37.0-45.0	**10.0-12.0**	45.0-57.0	**12.0-15.0**	60.0-76.0	**16.0-20.0**
M565B	37.0-53.0	**10.0-14.0**	53.0-68.0	**14.0-18.0**	72.0-87.0	**19.0-23.0**

Typical Application Description
(relative to work application)
Low 50 mm (**2 inches**) or less cutting depth, 80% load cycle.
Medium 100 mm (**4 inches**) cutting depth.
High Steady, full depth.

Load Factor Guide
(average engine load factor based on application description for each range)
Low 35%-50%
Medium 50%-65%
High 65%-80%

)AD RECLAIMERS/SOIL STABILIZERS

lodel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
M250C	26.5-34.1	**7.0-9.0**	34.1-41.6	**9.0-11.0**	41.6-53.0	**11.0-14.0**
M300	26.5-34.1	**7.0-9.0**	34.1-41.6	**9.0-11.0**	41.6-53.0	**11.0-14.0**
M350B	53.1-68.2	**14.0-18.0**	68.2-83.4	**18.0-22.0**	83.4-94.8	**22.0-25.0**
M500	45.4-56.7	**12.0-15.0**	60.5-68.1	**16.0-18.0**	75.7-87.1	**20.0-23.0**

Typical Application Description
(relative to work application)
Low 150 mm **(6 inches)** soil/100 mm **(4 inches)** asphalt.
Medium 305 mm **(12 inches)** soil/150 mm **(6 inches)** asphalt.
High 457 mm **(18 inches)** soil/305 mm **(12 inches)** asphalt.

Load Factor Guide
(average engine load factor based on application description for each range)
Low 35%-60%
Medium 60%-80%
High 80%-90%

ACK LOADERS

lodel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal

53D	12.2-19.1	**3.2 -5.1**	19.1-24.4	**5.1-6.4**	24.4-29.6	**6.4-7.8**
63D	15.7-22.5	**4.2-5.9**	24.7-29.2	**6.5-7.7**	29.2-36.0	**7.7-9.5**
73D	24.5-28.4	**6.5-7.5**	28.4-37.8	**7.5-10.0**	37.8-45.0	**10.0-11.9**

Typical Application Description
(relative to work application)

Low — Site clearing of small vegetation, stripping top soil, carrying to stockpile. Backfilling and grading. Intermittent truck loading from stockpile. Free flowing, low density materials with standard bucket. Large amounts of idling. No impact.

Medium — Bank excavation, bank or stockpile loading. Intermittent ripping, basement digging of natural bed clays, sands, silts, gravels. Load and carry. Steady full throttle operation.

High — Loading shot rock, cobbles, glacial till, caliche. Continuous work on rock surfaces. Continuous excavating and loading from bank. High density materials in standard bucket. Land clearing and steel mill work. Large amount of ripping in tight, rocky materials. High impact conditions.

Load Factor Guide
(average engine load factor based on application description for each range)

Low 35%-50%
Medium 50%-65%
High 65%-80%

Product Link Information — Product Link measured over hundreds of Track-Type Loaders shows that more than 90% of the machines experience an average fuel consumption equal to or lower than those shown in the Low Application profile.

HEEL LOADERS AND INTEGRATED TOOLCARRIERS

odel	Low		Medium		High	
	liter	U.S. gal	liter	U.S. gal	liter	U.S. gal
)1C (Inside Japan only)	0.0-1.5	**0.0-0.4**	1.5-3.4	**0.4-0.9**	3.4-4.9	**0.9-1.3**
)2C, 903C (Inside Japan only)	0.0-2.3	**0.0-0.6**	2.3-4.5	**0.6-1.2**	4.5-6.8	**1.2-1.8**
)6H2 (LRC)	0.0-4.2	**0.0-1.1**	4.2-8.3	**1.1-2.2**	8.3-12.1	**2.2-3.2**
)6H2 (HRC)	0.0-4.2	**0.0-1.1**	4.2-7.9	**1.1-2.1**	7.9-12.1	**2.1-3.2**
)7H2 (LRC)	0.0-4.2	**0.0-1.1**	4.2-8.3	**1.1-2.2**	8.3-12.1	**2.2-3.2**
)7H2 (HRC)	0.0-4.2	**0.0-1.1**	4.2-7.9	**1.1-2.1**	7.9-12.1	**2.1-3.2**
)8H2 (LRC)	0.0-4.2	**0.0-1.1**	4.2-8.3	**1.1-2.2**	8.3-12.1	**2.2-3.2**
)8H2 (HRC)	0.0-4.2	**0.0-1.1**	4.2-7.9	**1.1-2.1**	7.9-12.1	**2.1-3.2**
)4G2, IT14G2	5.0-6.5	**1.0-2.0**	8.0-10.5	**2.0-2.5**	11.5-13.0	**3.0-3.5**
)4K	3.5-5.9	**0.9-1.6**	5.5-8.9	**1.5-2.3**	8.5-11.8	**2.3-3.7**
)0K	3.6-6.2	**0.9-1.6**	5.8-9.3	**1.5-2.5**	9.0-12.5	**2.4-4.0**
)8K	3.6-6.2	**0.9-1.6**	5.9-9.4	**1.5-2.5**	9.0-12.5	**2.4-4.0**
)0H*	8.0-11.5	**2.1-3.0**	11.5-14.8	**3.0-3.9**	14.8-18.6	**3.9-4.9**
)0K/962K*	7.8-11.1	**2.1-2.9**	11.1-13.8	**2.9-3.6**	13.8-18.2	**3.6-4.8**
)2H, IT62H*	8.9-11.9	**2.4-3.1**	11.9-15.1	**3.1-4.0**	15.1-18.9	**4.0-5.0**
)2K*	8.6-11.5	**2.3-3.0**	11.5-14.6	**3.0-3.9**	14.6-18.3	**3.9-4.8**
)6H*	9.6-13.6	**2.5-3.6**	13.6-17.0	**3.6-4.5**	17.0-20.8	**4.5-5.5**
)6K*	10.3-14.2	**2.7-3.8**	14.2-17.8	**3.8-4.7**	17.8-22.4	**4.7-5.9**
)6K XE*	8.5-11.6	**2.3-3.1**	11.6-14.3	**3.1-3.8**	14.3-18.2	**3.8-4.8**
)2H*	12.4-17.0	**3.3-4.5**	17.0-21.1	**4.5-5.6**	21.1-26.0	**5.6-6.9**
)2K*	11.5-15.7	**3.0-4.2**	15.7-19.7	**4.2-5.2**	19.7-24.5	**5.2-6.5**
)0H*	15.4-20.7	**4.1-5.5**	20.7-26.2	**5.5-6.9**	26.2-33.2	**6.9-8.8**
)0K*	14.4-19.6	**3.8-5.2**	19.6-24.9	**5.2-6.6**	24.9-32.6	**6.6-8.6**
)6H*	19.0-27.3	**5.0-7.2**	27.3-35.8	**7.2-9.5**	35.8-44.3	**9.5-11.7**

0.67

25

)6H	19.0-27.3	5.0-7.2	27.3-35.8	7.2-9.5	35.8-44.3	9.5-11.7
38H*	28.0-40.1	**7.4-10.6**	40.1-52.6	**10.6-13.9**	52.6-65.1	**13.9-17.2**
38K*	23.8-34.1	**6.3-9.0**	34.1-44.7	**9.0-11.8**	44.7-55.3	**11.8-14.6**
)0H*	42.0-58.3	**11.1-15.4**	58.3-75.0	**15.4-19.8**	75.0-91.6	**19.8-24.2**
)2K*	53.0-75.7	**14.0-20.0**	75.7-98.4	**20.0-26.0**	98.4-121.0	**26.0-32.0**
)3K*	61.3-87.4	**16.2-23.1**	87.4-113.6	**23.1-30.3**	113.6-140.0	**30.0-37.0**
)4F*	87.0-123.0	**23.0-32.5**	123.0-160.0	**32.5-42.4**	160.0-197.0	**42.2-52.0**

Medium and Large Wheel Loader (i.e. 950 through 980) and Large Wheel Loader (i.e. 988 through 994) hourly fuel rates are taken directly from customer chines registered on Product Link worldwide. Data from the top and bottom 5% of these customer machines has been excluded from the tables because it varies ely (15-60% from the extremes shown) and therefore is not considered representative of what the remaining 90% of customers experience. Hourly fuel sumption for the 90% of machines in the tables also varies depending upon geographical region, load factor variation between units, etc. Cat machines often used in more demanding applications which can account for differences between competitive models used in lighter duty applications. Consult your l Cat dealer for ways to more accurately estimate hourly fuel consumption for specific applications.

E: Medium Wheel Loaders
H Series: Not available in all regions. Contact your local Cat dealer for product availability.
Cat K Series: Tier 4 Interim/Stage IIIB
Only available in North America and Europe. Contact your local Cat dealer for product availability.

Compact Wheel Loaders
Typical Application Description
(relative to work application)

Low — Light industrial or construction site duties. Moving light loads with bucket or pallet forks. Not continuous duty, considerable idle time. Machine could be working on average 2 hours or less per day.

Medium — Intermittent aggregate truck loading from stockpile, hopper charging or load and carry on firm, smooth surfaces for short distances with minimal grades. Free flowing, low density materials. Light utility, industrial and construction applications. Light snowplowing.

High	Continuous truck loading from stockpile and hopper charging. Loading from bank or load and carry on normal surfaces with low to medium rolling resistance and slight adverse grades. Low to medium density materials in properly sized bucket. Assumes normal travel distances associated with high productivity stockpile load-out and batch plant applications.

Load Factor Guide
(percent of available horsepower required for each work application)

Low	0%-25%
Medium	25%-50%
High	50%-75%

Small, Medium and Large Wheel Loaders and Integrated Toolcarriers
Typical Application Description
(relative to work application)

Low	Intermittent aggregate truck loading from stockpile, hopper charging or load and carry on firm, smooth surfaces for short distances with minimal grades. Free flowing, low density materials. Light utility, industrial and construction applications. Light snowplowing. Most logging applications where there is considerable idling.
Medium	Continuous truck loading from stockpile and hopper charging. Loading from bank or load and carry on normal surfaces with low to medium rolling resistance and slight adverse grades. Low to medium density materials in properly sized bucket. Assumes normal travel distances associated with high productivity stockpile load-out and batch plant applications.
High	Loading shot rock (large loaders) from a face. Steady loading from very tight banks. Continuous work on rough or very soft surfaces with high rolling resistance. Load and carry in hard digging material with longer travel distances on poor surfaces with adverse grades. Handling high density materials with counterweighted machine.

Small and Medium Wheel Loader and Integrated Toolcarrier
Load Factor Guide
(average engine load factor based on application description for each range)
Fuel rates can vary for a specific load factor depending on model and application, therefore some overlap is shown in the load factor table.

Low	15%-30%
Medium	25%-35%
High	30%-45%

Large Wheel Loaders
Load Factor Guide
(average engine load factor based on application description for each range)

Low	35%-50%
Medium	50%-65%
High	65%-80%

Diesel engine power to Fuel Consumption table - Naturally aspirated Engines

Table based on fuel consumed at 240 g/kW hour

Power Unit			Fuel Consumption per hour			
hp	kW	kVA	lb	kg	liter	US gal
1	0.75	0.93	0.40	0.18	0.21	0.06
1.07	0.8	1	0.43	0.19	0.23	0.06
1.34	1	1.25	0.54	0.24	0.29	0.08
5	3.73	4.66	2.00	0.90	1.07	0.28
7	5.22	6.52	2.80	1.30	1.49	0.39

hp	kW	kVA	lb	kg	liter	US gal
10	7.46	9.32	4.00	1.80	2.13	0.56
12	9	11	4.80	2.20	2.56	0.68
15	11	14	6.00	2.70	3.20	0.85
18	13	17	7.20	3.25	3.84	1.01
20	15	19	8.00	3.50	4.26	1.13
22	16	21	8.80	4.00	4.69	1.24
25	19	23	10	4.5	5.33	1.41
35	26	33	14	6.4	7.46	1.97
50	37	47	20	9.1	10.66	2.82

hp	kW	kVA	lb	kg	liter	US gal
55	41	51	22	10	11.7	3.09
60	45	56	24	10.9	12.8	3.38
65	48	61	26	11.8	13.9	3.67
75	56	70	30	13.6	16	4.23
80	60	75	32	14.5	17.1	4.52
100	75	93	40	18	21.3	5.63

hp	kW	kVA	lb	kg	liter	US gal
120	89	112	48	22	25.6	6.76
150	112	140	60	27	32	8.45
200	149	186	80	36	42.6	11.25
220	164	205	88	40	46.9	12.39

300	224	280	120	54	63.9	16.88
310	231	289	124	56	66.1	17.46
350	261	326	140	80	64	19.71

hp	kW	kVA	lb	kg	liter	US gal
400	298	373	160	73	85.3	22.53
450	336	419	180	82	95.9	25.33
500	373	466	200	91	106.6	28.16
600	447	559	240	109	128	33.8
750	559	699	300	136	160	42.3
1000	746	932	400	181	213	56.3
hp	kW	kVA	lb	kg	liter	US gal

Approximate guide only, subject to change without notice

BDC for engine manuals and specs

https://barringtondieselclub.co.za/

Diesel engine power to Fuel Consumption turbocharged engines

Table based on fuel consumed at 192 g/kW hour

Power Unit			Fuel Consumption per hour			
hp	kW	kVA	lb	kg	liter	US gal
1	0.75	0.93	0.32	0.144	0.17	0.045
1.07	0.8	1	0.344	0.152	0.18	0.048
1.34	1	1.25	0.432	0.192	0.23	0.061
5	3.73	4.66	1.6	0.720	0.85	0.226
7	5.22	6.52	2.24	1.040	1.19	0.315

hp	kW	kVA	lb	kg	liter	US gal
10	7.46	9.32	3.2	1.440	1.70	0.450
12	9	11	3.84	1.760	2.05	0.541
15	11	14	4.8	2.160	2.56	0.676
18	13	17	5.76	2.600	3.07	0.811
20	15	19	6.4	2.800	3.41	0.900
22	16	21	7.04	3.200	3.75	0.991
25	19	23	8	3.600	4.26	1.126

35	26	33	11.2	5.120	5.97	1.577
50	37	47	16	7.280	8.53	2.253

hp	kW	kVA	lb	kg	liter	US gal
55	41	51	17.6	8.000	9.36	2.472
60	45	56	19.2	8.720	10.24	2.705
65	48	61	20.8	9.440	11.12	2.938
75	56	70	24	10.880	12.80	3.384
80	60	75	25.6	11.600	13.68	3.616
100	75	93	32	14.400	17.04	4.504

hp	kW	kVA	lb	kg	liter	US gal
120	89	112	38.4	17.600	20.48	5.408
150	112	140	48	21.600	25.60	6.760
200	149	186	64	28.800	34.08	9.000
220	164	205	70.4	32.000	37.52	9.910
300	224	280	96	43.200	51.12	13.500
310	231	289	99.2	44.800	52.88	13.968
350	261	326	112	64.000	51.20	15.768

hp	kW	kVA	lb	kg	liter	US gal
400	298	373	128	58.400	68.24	18.024
450	336	419	144	65.600	76.72	20.264
500	373	466	160	72.800	85.28	22.530
600	447	559	192	87.200	102.40	27.040
750	559	699	240	108.800	128.00	33.840
1000	746	932	320	144.800	170.40	45.040
hp	kW	kVA	lb	kg	liter	US gal

Approximate guide only, subject to change without notice

BDC for engine manuals and specs
https://barringtondieselclub.co.za/

Table 2. EMFAC2017 Results - Construction

Vehicle Class	Fuel	VMT (miles per day)	Fuel (1,000 gal per day)	Fuel Efficiency (miles per gallon)	Fuel	VMT (miles per day)	Fuel (1,000 gal per day)	Fuel Efficiency (miles per gallon)
LDA	GAS	154,312,637	5,096.55	30.28	DSL	1,405,949	29.72	47.31
LDT1	GAS	17,402,686	666.55	26.11	DSL	6,756	0.31	21.82
LDT2	GAS	52,851,239	2,173.39	24.32	DSL	384,253	11.04	34.80
			Average (LDA, LDT1, LDT2)	**27.75**				**37.81**
T7 Tractor Construction	DSL	250,084	37.80	6.62				

Construction Worker Fleet Mix

LDA	50%
LDT1	25%
LDT2	25%

Vendor and Delivery/Haul Truck Fleet Mix

HHDT	100%

EMFAC2014 (v1.0.7) Emissions Inventory
Region Type: Air District
Region: Antelope Valley AQMD
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Trips	Fuel_Consumption
LOS ANGELES	2022	LDA	Aggregated	Aggregated	GAS	4040504.833	154312636.5	19063483.35	5096.55014
LOS ANGELES	2022	LDA	Aggregated	Aggregated	DSL	35580.70761	1405948.594	168445.7609	29.71915281
LOS ANGELES	2022	LDA	Aggregated	Aggregated	ELEC	79346.01523	3237232.352	396260.3789	0
LOS ANGELES	2022	LDT1	Aggregated	Aggregated	GAS	466456.294	17402686.02	2155709.822	666.5509097
LOS ANGELES	2022	LDT1	Aggregated	Aggregated	DSL	276.3592923	6755.981354	979.1709586	0.309652997
LOS ANGELES	2022	LDT1	Aggregated	Aggregated	ELEC	3550.873409	146697.1661	17760.7296	0
LOS ANGELES	2022	LDT2	Aggregated	Aggregated	GAS	1395327.914	52851239.49	6550846.129	2173.392058
LOS ANGELES	2022	LDT2	Aggregated	Aggregated	DSL	9029.025545	384253.17	44544.01587	11.04279173
LOS ANGELES	2022	LDT2	Aggregated	Aggregated	ELEC	14572.87567	476540.0157	73737.31066	0
LOS ANGELES	2022	T7 tractor constr	Aggregated	Aggregated	DSL	3625.325785	250084.1249	16389.95692	37.80397958
									8015.368685
									8015368.685

Gas	7936.493108	7936493.108	2896819984	2,925,609,569.96
Diesel	41.07159754	41071.59754	14991133.1	
Electricity	0	0	0	

4.5.4

Project Operational Energy Calculations

ITC Operational - MSF

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	78.00	1000sqft	1.79	78,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Operation only.

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3181	1.0000e-005	9.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9400e-003	1.9400e-003	1.0000e-005	0.0000	2.0600e-003
Energy	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	296.9971	296.9971	0.0103	3.3900e-003	298.2653
Mobile	0.2970	1.3917	2.7888	0.0102	0.8733	8.0900e-003	0.8814	0.2340	7.5100e-003	0.2415	0.0000	950.1960	950.1960	0.0483	0.0000	951.4045
Waste						0.0000	0.0000		0.0000	0.0000	60.4832	0.0000	60.4832	3.5745	0.0000	149.8445
Water						0.0000	0.0000		0.0000	0.0000	2.3281	46.3663	48.6944	0.2410	6.0400e-003	56.5208
Total	**0.6239**	**1.4716**	**2.8569**	**0.0107**	**0.8733**	**0.0142**	**0.8875**	**0.2340**	**0.0136**	**0.2476**	**62.8113**	**1,293.5613**	**1,356.3726**	**3.8742**	**9.4300e-003**	**1,456.0372**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3181	1.0000e-005	9.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9400e-003	1.9400e-003	1.0000e-005	0.0000	2.0600e-003
Energy	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	294.3503	294.3503	0.0102	3.3700e-003	295.6091
Mobile	0.2970	1.3917	2.7888	0.0102	0.8733	8.0900e-003	0.8814	0.2340	7.5100e-003	0.2415	0.0000	950.1960	950.1960	0.0483	0.0000	951.4045
Waste						0.0000	0.0000		0.0000	0.0000	60.4832	0.0000	60.4832	3.5745	0.0000	149.8445
Water						0.0000	0.0000		0.0000	0.0000	1.8625	39.3061	41.1686	0.1929	4.8500e-003	47.4376
Total	**0.6239**	**1.4716**	**2.8569**	**0.0107**	**0.8733**	**0.0142**	**0.8875**	**0.2340**	**0.0136**	**0.2476**	**62.3457**	**1,283.8543**	**1,346.2000**	**3.8260**	**8.2200e-003**	**1,444.2978**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.74**	**0.75**	**0.75**	**1.24**	**12.83**	**0.81**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/30/2026	12/29/2026	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2970	1.3917	2.7888	0.0102	0.8733	8.0900e-003	0.8814	0.2340	7.5100e-003	0.2415	0.0000	950.1960	950.1960	0.0483	0.0000	951.4045
Unmitigated	0.2970	1.3917	2.7888	0.0102	0.8733	8.0900e-003	0.8814	0.2340	7.5100e-003	0.2415	0.0000	950.1960	950.1960	0.0483	0.0000	951.4045

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,850.16	1,850.16	926.64	2,301,656	2,301,656
Total	1,850.16	1,850.16	926.64	2,301,656	2,301,656

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	207.3566	207.3566	8.5600e-003	1.7700e-003	208.0984
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	210.0034	210.0034	8.6700e-003	1.7900e-003	210.7547
NaturalGas Mitigated	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	86.9937	86.9937	1.6700e-003	1.5900e-003	87.5106
NaturalGas Unmitigated	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	86.9937	86.9937	1.6700e-003	1.5900e-003	87.5106

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	1.6302e+006	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	86.9937	86.9937	1.6700e-003	1.5900e-003	87.5106
Total		**8.7900e-003**	**0.0799**	**0.0671**	**4.8000e-004**		**6.0700e-003**	**6.0700e-003**		**6.0700e-003**	**6.0700e-003**	**0.0000**	**86.9937**	**86.9937**	**1.6700e-003**	**1.5900e-003**	**87.5106**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	1.6302e+006	8.7900e-003	0.0799	0.0671	4.8000e-004		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	86.9937	86.9937	1.6700e-003	1.5900e-003	87.5106
Total		**8.7900e-003**	**0.0799**	**0.0671**	**4.8000e-004**		**6.0700e-003**	**6.0700e-003**		**6.0700e-003**	**6.0700e-003**	**0.0000**	**86.9937**	**86.9937**	**1.6700e-003**	**1.5900e-003**	**87.5106**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	659100	210.0034	8.6700e-003	1.7900e-003	210.7547
Total		**210.0034**	**8.6700e-003**	**1.7900e-003**	**210.7547**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	650793	207.3566	8.5600e-003	1.7700e-003	208.0984
Total		**207.3566**	**8.5600e-003**	**1.7700e-003**	**208.0984**

6.0 Area Detail

6.1 Mitigation Measures Area

ITC Operational - MSF - Los Angeles-South Coast County, Annual

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3181	1.0000e-005	9.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9400e-003	1.9400e-003	1.0000e-005	0.0000	2.0600e-003
Unmitigated	0.3181	1.0000e-005	9.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9400e-003	1.9400e-003	1.0000e-005	0.0000	2.0600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2819					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	9.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9400e-003	1.9400e-003	1.0000e-005	0.0000	2.0600e-003
Total	**0.3181**	**1.0000e-005**	**9.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9400e-003**	**1.9400e-003**	**1.0000e-005**	**0.0000**	**2.0600e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2819					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	9.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9400e-003	1.9400e-003	1.0000e-005	0.0000	2.0600e-003
Total	**0.3181**	**1.0000e-005**	**9.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9400e-003**	**1.9400e-003**	**1.0000e-005**	**0.0000**	**2.0600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	41.1686	0.1929	4.8500e-003	47.4376
Unmitigated	48.6944	0.2410	6.0400e-003	56.5208

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	7.33833 / 4.49768	48.6944	0.2410	6.0400e-003	56.5208
Total		**48.6944**	**0.2410**	**6.0400e-003**	**56.5208**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	5.87066 / 4.22333	41.1686	0.1929	4.8500e-003	47.4376
Total		**41.1686**	**0.1929**	**4.8500e-003**	**47.4376**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	60.4832	3.5745	0.0000	149.8445
Unmitigated	60.4832	3.5745	0.0000	149.8445

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	297.96	60.4832	3.5745	0.0000	149.8445
Total		**60.4832**	**3.5745**	**0.0000**	**149.8445**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	297.96	60.4832	3.5745	0.0000	149.8445
Total		**60.4832**	**3.5745**	**0.0000**	**149.8445**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4.5.5

Operational Vehicle Fuel Calculations

Table 1. On road Vehicles - Operational

Scenario	Annual VMT	Fuel Consumption (		
		Gasoline	Diesel	Total
2016 (Baseline) Non-Event w/out ITC	998,811,151	42,971,924	5,982,867	48,954,790
2016 (Baseline) Non-Event w/ ITC	992,253,218	42,689,781	5,943,585	48,633,366

Table 2. Fuel Consumption Summary

Fuel	Fuel Efficiency (MPG)	%Fleet
Gasoline	22.1	94.9%
Diesel	8.2	4.9%
Natural Gas	3.6	0.2%

Notes:

Percent fleet based on VMT from EMFAC2017 as shown in ***Table 3: EMFAC2017 Emissions Inventory-Operations***

Annual VMT obtained from Project's Traffic Study

Fuel efficiency based on calculations in ***Table 3: EMFAC2017 Emissions Inventory-Operations,*** *from EMFAC2017.*

Table 3. EMFAC2017 Emissions Inventory - Operations

Fuel	VMT (miles/day)	Fuel Consumption (1,000 gal/day)	Fuel Efficiency (miles per gallon)	Fuel Percentage
GAS	259,391,978	11,760	22.1	94.9
DSL	13,389,830	1,637	8.2	4.9
Natural Gas	469,435	131	3.6	0.2

Note: Fuel percentage based on VMT.
Fuel efficiency calculated using fuel consumption and VMT from EMFAC2017.

Buildout

EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: Los Angeles
Calendar Year: 2016
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel_Consumption
LOS ANGELES	2016	All Other Buses	Aggregated	Aggregated	DSL	2138.46	113209.2828	17963.064	12.6442534
LOS ANGELES	2016	LDA	Aggregated	Aggregated	DSL	21067.71865	806255.9688	95644.925	20.4228593
LOS ANGELES	2016	LDT1	Aggregated	Aggregated	DSL	447.735448	11734.43885	1630.2595	0.56137869
LOS ANGELES	2016	LDT2	Aggregated	Aggregated	DSL	3466.986687	164337.0143	17141.479	5.6469697
LOS ANGELES	2016	LHD1	Aggregated	Aggregated	DSL	38408.49639	1540709.488	483130.57	78.655844
LOS ANGELES	2016	LHD2	Aggregated	Aggregated	DSL	15549.02758	614559.8744	195587.21	34.7948328
LOS ANGELES	2016	MDV	Aggregated	Aggregated	DSL	7944.23717	346725.2087	39168.525	15.4927421
LOS ANGELES	2016	MH	Aggregated	Aggregated	DSL	4371.697839	45082.92559	437.16978	4.55008908
LOS ANGELES	2016	Motor Coach	Aggregated	Aggregated	DSL	661.3628765	80747.15687	9655.898	13.9648582
LOS ANGELES	2016	PTO	Aggregated	Aggregated	DSL	0	72318.33803	0	15.7732451
LOS ANGELES	2016	SBUS	Aggregated	Aggregated	DSL	3694.44	116700.4578	42633.325	16.0978939
LOS ANGELES	2016	T6 Ag	Aggregated	Aggregated	DSL	12.38	121.613821	54.472	0.01450087
LOS ANGELES	2016	T6 CAIRP heavy	Aggregated	Aggregated	DSL	291.4373506	57826.53333	4254.9853	5.83142459
LOS ANGELES	2016	T6 CAIRP small	Aggregated	Aggregated	DSL	150.5312505	8032.845108	2197.7563	0.85742753
LOS ANGELES	2016	T6 instate construct	Aggregated	Aggregated	DSL	2250.634547	144074.8956	10175.031	15.782558
LOS ANGELES	2016	T6 instate construct	Aggregated	Aggregated	DSL	8107.002839	379850.1347	36651.445	41.6328043
LOS ANGELES	2016	T6 instate heavy	Aggregated	Aggregated	DSL	8492.719331	1125302.629	98004.804	119.526876
LOS ANGELES	2016	T6 instate small	Aggregated	Aggregated	DSL	34741.30911	1622910.396	400909.89	178.193747
LOS ANGELES	2016	T6 OOS heavy	Aggregated	Aggregated	DSL	167.0542432	33132.24678	2438.992	3.34125716

LOS ANGELES	2016	T6 OOS small	Aggregated	Aggregated	DSL	86.34894989	4606.228323	1260.6947	0.49168981
LOS ANGELES	2016	T6 Public	Aggregated	Aggregated	DSL	4559.28	67137.50149	13829.816	9.31807226
LOS ANGELES	2016	T6 utility	Aggregated	Aggregated	DSL	961.4275752	16228.68586	11056.417	1.91620049
LOS ANGELES	2016	T7 Ag	Aggregated	Aggregated	DSL	5.07	152.7751829	22.308	0.02886847
LOS ANGELES	2016	T7 CAIRP	Aggregated	Aggregated	DSL	4901.512431	985492.3764	71562.081	162.044108
LOS ANGELES	2016	T7 CAIRP constructi	Aggregated	Aggregated	DSL	514.335215	103490.2491	2325.2895	16.4514541
LOS ANGELES	2016	T7 NNOOS	Aggregated	Aggregated	DSL	5771.178606	1201370.729	84259.208	190.7716
LOS ANGELES	2016	T7 NOOS	Aggregated	Aggregated	DSL	1925.850234	387200.5792	28117.413	64.8064614
LOS ANGELES	2016	T7 POLA	Aggregated	Aggregated	DSL	7075.548193	784275.8764	53774.166	147.056775
LOS ANGELES	2016	T7 Public	Aggregated	Aggregated	DSL	5204	105353.9187	15785.467	20.3661484
LOS ANGELES	2016	T7 Single	Aggregated	Aggregated	DSL	5731.88	364209.6056	66145.101	61.2619508
LOS ANGELES	2016	T7 single constructi	Aggregated	Aggregated	DSL	3985.749545	256740.2729	18019.419	42.6074756
LOS ANGELES	2016	T7 SWCV	Aggregated	Aggregated	DSL	2945.58425	120099.9107	11487.779	60.0082604
LOS ANGELES	2016	T7 tractor	Aggregated	Aggregated	DSL	10352.77225	1471080.058	131480.21	235.618161
LOS ANGELES	2016	T7 tractor construct	Aggregated	Aggregated	DSL	3086.428192	211788.1215	13953.622	35.3252684
LOS ANGELES	2016	T7 utility	Aggregated	Aggregated	DSL	387.0776208	7851.467152	4451.3926	1.34809117
LOS ANGELES	2016	UBUS	Aggregated	Aggregated	DSL	166.2637	19120.19484	665.0548	3.62894002
LOS ANGELES	2016	LDA	Aggregated	Aggregated	GAS	3820615.273	155045643.9	17965828	5900.92598
LOS ANGELES	2016	LDT1	Aggregated	Aggregated	GAS	382082.9751	14449261.88	1721498.3	644.396323
LOS ANGELES	2016	LDT2	Aggregated	Aggregated	GAS	1263434.518	49644392.92	5869399.9	2497.99562
LOS ANGELES	2016	LHD1	Aggregated	Aggregated	GAS	111308.0354	4144401.088	1658323.9	418.752957
LOS ANGELES	2016	LHD2	Aggregated	Aggregated	GAS	17376.20245	618067.3362	258879.53	71.734405
LOS ANGELES	2016	MCY	Aggregated	Aggregated	GAS	137181.9733	1007078.771	274363.95	28.2249393
LOS ANGELES	2016	MDV	Aggregated	Aggregated	GAS	874873.145	32065700.16	4027451.6	1931.5156
LOS ANGELES	2016	MH	Aggregated	Aggregated	GAS	20553.28162	191118.542	2056.1503	39.8061822
LOS ANGELES	2016	OBUS	Aggregated	Aggregated	GAS	4148.222243	199383.2655	82997.631	42.0683137
LOS ANGELES	2016	SBUS	Aggregated	Aggregated	GAS	796.0779378	34984.39772	3184.3118	4.01732495
LOS ANGELES	2016	T6TS	Aggregated	Aggregated	GAS	15101.0826	803001.3185	302142.46	170.289714
LOS ANGELES	2016	T7IS	Aggregated	Aggregated	GAS	112.4702183	6348.550496	2250.3041	1.80325527
LOS ANGELES	2016	UBUS	Aggregated	Aggregated	GAS	442.7049674	32431.22399	1770.8199	8.04748812
LOS ANGELES	2016	LDA	Aggregated	Aggregated	ELEC	29408.68509	1064830.67	149783.47	0
LOS ANGELES	2016	LDT1	Aggregated	Aggregated	ELEC	875.2472185	25722.5354	4157.0519	0
LOS ANGELES	2016	LDT2	Aggregated	Aggregated	ELEC	1531.06502	56514.7472	7857.2702	0
LOS ANGELES	2016	MDV	Aggregated	Aggregated	ELEC	91.43724084	1879.144368	389.94576	0
LOS ANGELES	2016	UBUS	Aggregated	Aggregated	ELEC	14	1217.553685	56	0
LOS ANGELES	2016	T7 SWCV	Aggregated	Aggregated	NG	1388.21575	56190.0208	5414.0414	27.4664129
LOS ANGELES	2016	UBUS	Aggregated	Aggregated	NG	3903.218967	413244.597	15612.876	103.324045

	VMT Sum	Fuel Sum	Fuel Sum/Year
Diesel	13389830	1636.835087	**597,444,807**
Gas	259391978	11759.5781	**4,292,246,007**
Natural Gas	469434.6178	130.7904581	**47,738,517**
			4,937,429,331

Table 1. On road Vehicles - Operational

Scenario	Annual VMT	Fuel Consumption (		
		Gasoline	Diesel	Total
2026 (Future) Non-Event w/out ITC	1,245,731,160	39,280,333	7,441,883	46,722,216
2026 (Future) Non-Event w/ ITC	1,235,569,208	38,959,907	7,381,177	46,341,084
2026 (Future) Event w/out ITC	1,346,432,106	42,455,631	8,043,461	50,499,092
2026 (Future) Event w/ ITC	1,316,518,609	41,512,400	7,864,761	49,377,161

Table 2. Fuel Consumption Summary

Fuel	Fuel Efficiency (MPG)	%Fleet
Gasoline	29.5	92.9%
Diesel	11.6	6.9%
Natural Gas	3.4	0.2%

Notes:

Percent fleet based on VMT from EMFAC2017 as shown in ***Table 3: EMFAC2017 Emissions Inventory-Operations***

Annual VMT obtained from Project's Traffic Study

Fuel efficiency based on calculations in ***Table 3: EMFAC2017 Emissions Inventory-Operations,*** *from EMFAC2017.*

Table 3. EMFAC2017 Emissions Inventory - Operations

Fuel	VMT (miles/day)	Fuel Consumption (1,000 gal/day)	Fuel Efficiency (miles per gallon)	Fuel Percentage
GAS	272,510,146	9,249	29.5	92.9
DSL	20,395,211	1,766	11.6	6.9
Natural Gas	588,459	172	3.4	0.2

Note: Fuel percentage based on VMT.
Fuel efficiency calculated using fuel consumption and VMT from EMFAC2017.

Buildout

EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: Los Angeles
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel_Consumption
LOS ANGELES	2026	All Other Buses	Aggregated	Aggregated	DSL	2800.332487	163193.3522	23522.793	14.7067726
LOS ANGELES	2026	LDA	Aggregated	Aggregated	DSL	42630.17183	1610940.873	203193.82	30.766779
LOS ANGELES	2026	LDT1	Aggregated	Aggregated	DSL	197.4956096	4859.849358	713.06455	0.20906581
LOS ANGELES	2026	LDT2	Aggregated	Aggregated	DSL	12200.61346	472830.6278	59382.108	12.253695
LOS ANGELES	2026	LHD1	Aggregated	Aggregated	DSL	84468.87954	3343656.583	1062512.2	144.512028
LOS ANGELES	2026	LHD2	Aggregated	Aggregated	DSL	34321.65125	1304546.096	431723.2	62.6691264
LOS ANGELES	2026	MDV	Aggregated	Aggregated	DSL	26598.92965	968712.2721	129119.27	32.4270623
LOS ANGELES	2026	MH	Aggregated	Aggregated	DSL	7291.804859	72792.55398	729.18049	6.53964514
LOS ANGELES	2026	Motor Coach	Aggregated	Aggregated	DSL	775.6781102	99483.67703	11324.9	14.167554
LOS ANGELES	2026	PTO	Aggregated	Aggregated	DSL	0	82221.22142	0	15.4105743
LOS ANGELES	2026	SBUS	Aggregated	Aggregated	DSL	3950.104551	124601.8222	45583.659	15.6381513
LOS ANGELES	2026	T6 Ag	Aggregated	Aggregated	DSL	12.60057105	81.48968032	55.442513	0.00949899
LOS ANGELES	2026	T6 CAIRP heavy	Aggregated	Aggregated	DSL	389.0796144	71870.33589	5680.5624	5.56505661
LOS ANGELES	2026	T6 CAIRP small	Aggregated	Aggregated	DSL	209.7931498	10191.58691	3062.98	0.86032265
LOS ANGELES	2026	T6 instate construct	Aggregated	Aggregated	DSL	2765.722415	172769.4835	12503.724	15.7066178
LOS ANGELES	2026	T6 instate construct	Aggregated	Aggregated	DSL	8746.373021	458684.4357	39542.012	40.8079792
LOS ANGELES	2026	T6 instate heavy	Aggregated	Aggregated	DSL	12801.74439	1619119.143	147730.36	133.983811
LOS ANGELES	2026	T6 instate small	Aggregated	Aggregated	DSL	44035.36383	2175484.205	508161.99	191.961277
LOS ANGELES	2026	T6 OOS heavy	Aggregated	Aggregated	DSL	225.6799622	41749.92709	3294.9274	3.23124405

LOS ANGELES	2026	T6 OOS small	Aggregated	Aggregated	DSL	119.9294131	5787.78576	1750.9694	0.48934619
LOS ANGELES	2026	T6 Public	Aggregated	Aggregated	DSL	4690.801659	74019.76899	14228.765	8.40530375
LOS ANGELES	2026	T6 utility	Aggregated	Aggregated	DSL	1065.167469	17699.00912	12249.426	1.68388318
LOS ANGELES	2026	T7 Ag	Aggregated	Aggregated	DSL	6.694377464	46.60745615	29.455261	0.00898467
LOS ANGELES	2026	T7 CAIRP	Aggregated	Aggregated	DSL	6505.60652	1212416.535	94981.855	157.981449
LOS ANGELES	2026	T7 CAIRP constructi	Aggregated	Aggregated	DSL	678.1059612	124101.8208	3065.6907	15.4106025
LOS ANGELES	2026	T7 NNOOS	Aggregated	Aggregated	DSL	7884.227738	1477930.836	115109.72	181.290279
LOS ANGELES	2026	T7 NOOS	Aggregated	Aggregated	DSL	2595.359427	476381.6564	37892.248	63.7953814
LOS ANGELES	2026	T7 POLA	Aggregated	Aggregated	DSL	9021.171763	1324204.723	68560.905	201.09714
LOS ANGELES	2026	T7 Public	Aggregated	Aggregated	DSL	5739.247789	116253.6081	17409.052	18.7136803
LOS ANGELES	2026	T7 Single	Aggregated	Aggregated	DSL	6206.38116	414082.5057	71620.778	57.9373319
LOS ANGELES	2026	T7 single constructi	Aggregated	Aggregated	DSL	4393.341203	307873.7913	19862.125	41.7315082
LOS ANGELES	2026	T7 SWCV	Aggregated	Aggregated	DSL	939.2729169	38375.94141	3663.1644	18.8656244
LOS ANGELES	2026	T7 tractor	Aggregated	Aggregated	DSL	14241.95942	1741713.209	180872.88	220.315993
LOS ANGELES	2026	T7 tractor construct	Aggregated	Aggregated	DSL	3735.353838	253968.7724	16887.389	34.7352578
LOS ANGELES	2026	T7 utility	Aggregated	Aggregated	DSL	421.8226018	8555.598013	4850.9599	1.30579906
LOS ANGELES	2026	UBUS	Aggregated	Aggregated	DSL	27.0834	4008.967815	108.3336	0.59035316
LOS ANGELES	2026	LDA	Aggregated	Aggregated	GAS	4187855.626	151809382.5	19744735	4507.98601
LOS ANGELES	2026	LDT1	Aggregated	Aggregated	GAS	521800.4367	18505351.89	2419987.4	642.24552
LOS ANGELES	2026	LDT2	Aggregated	Aggregated	GAS	1500002.767	54105073.64	7049551.1	1946.71286
LOS ANGELES	2026	LHD1	Aggregated	Aggregated	GAS	107090.5754	3784880.978	1595490	343.718587
LOS ANGELES	2026	LHD2	Aggregated	Aggregated	GAS	18657.16584	635997.9639	277963.97	66.3795912
LOS ANGELES	2026	MCY	Aggregated	Aggregated	GAS	207060.5269	1375739.644	414121.05	38.7642651
LOS ANGELES	2026	MDV	Aggregated	Aggregated	GAS	980977.1626	33032008.24	4562970.7	1467.66773
LOS ANGELES	2026	MH	Aggregated	Aggregated	GAS	19677.43918	198228.5303	1968.531	36.2498783
LOS ANGELES	2026	OBUS	Aggregated	Aggregated	GAS	4004.531	155211.1283	80122.656	29.2130691
LOS ANGELES	2026	SBUS	Aggregated	Aggregated	GAS	1807.69297	70232.26885	7230.7719	7.31833849
LOS ANGELES	2026	T6TS	Aggregated	Aggregated	GAS	15276.18019	832629.6901	305645.81	154.650402
LOS ANGELES	2026	T7IS	Aggregated	Aggregated	GAS	51.32177248	6638.276215	1026.846	1.46915147
LOS ANGELES	2026	UBUS	Aggregated	Aggregated	GAS	475.0405217	34373.91642	1900.1621	7.1148495
LOS ANGELES	2026	LDA	Aggregated	Aggregated	ELEC	141707.4632	5984519.434	702863.43	0
LOS ANGELES	2026	LDT1	Aggregated	Aggregated	ELEC	8699.999924	376311.3184	43466.244	0
LOS ANGELES	2026	LDT2	Aggregated	Aggregated	ELEC	32175.25695	964442.2436	160887.13	0
LOS ANGELES	2026	MDV	Aggregated	Aggregated	ELEC	20789.14044	637906.6851	104765.07	0
LOS ANGELES	2026	UBUS	Aggregated	Aggregated	ELEC	14	1217.553685	56	0
LOS ANGELES	2026	T7 SWCV	Aggregated	Aggregated	NG	3293.213673	134130.7037	12843.533	56.1068639
LOS ANGELES	2026	UBUS	Aggregated	Aggregated	NG	4287.27204	454328.237	17149.088	115.565806

	VMT Sum	Fuel Sum	Fuel Sum/Year
Diesel	20395210.67	1765.784178	**644,511,225**
Gas	272510145.9	9249.490259	**3,376,063,945**
Natural Gas	588458.9407	171.6726696	**62,660,524**
			4,083,235,694

Table 1. On road Vehicles - Operational

Scenario	Annual VMT	Fuel Consumption (		
		Gasoline	Diesel	Total
2045 (Future) Non-Event w/out ITC	1,369,204,193	33,718,722	7,996,175	41,714,897
2045 (Future) Non-Event w/ ITC	1,357,349,494	33,426,782	7,926,943	41,353,725
2045 (Future) Event w/out ITC	1,469,905,139	36,198,634	8,584,270	44,782,905
2045 (Future) Event w/ ITC	1,433,075,931	35,291,660	8,369,187	43,660,847

Table 2. Fuel Consumption Summary

Fuel	Fuel Efficiency (MPG)	%Fleet
Gasoline	37.1	91.4%
Diesel	14.4	8.4%
Natural Gas	3.6	0.2%

Notes:

Percent fleet based on VMT from EMFAC2017 as shown in ***Table 3: EMFAC2017 Emissions Inventory-Operations***

Annual VMT obtained from Project's Traffic Study

Fuel efficiency based on calculations in ***Table 3: EMFAC2017 Emissions Inventory-Operations,*** *from EMFAC2017.*

Table 3. EMFAC2017 Emissions Inventory - Operations

Fuel	VMT (miles/day)	Fuel Consumption (1,000 gal/day)	Fuel Efficiency (miles per gallon)	Fuel Percentage
GAS	284,617,654	7,669	37.1	91.4
DSL	26,050,423	1,811	14.4	8.4
Natural Gas	719,351	201	3.6	0.2

Note: Fuel percentage based on VMT.
Fuel efficiency calculated using fuel consumption and VMT from EMFAC2017.

Buildout

EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: Los Angeles
Calendar Year: 2045
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel_Consumption
LOS ANGELES	2045	All Other Buses	Aggregated	Aggregated	DSL	4160.446695	217622.7163	34947.752	17.1112367
LOS ANGELES	2045	LDA	Aggregated	Aggregated	DSL	58620.54216	1871522.657	276646.85	30.4461662
LOS ANGELES	2045	LDT1	Aggregated	Aggregated	DSL	99.01748743	2948.130769	449.65056	0.09306953
LOS ANGELES	2045	LDT2	Aggregated	Aggregated	DSL	18888.93099	592209.7663	88558.648	12.8189248
LOS ANGELES	2045	LHD1	Aggregated	Aggregated	DSL	143747.3637	4419777.453	1808161	166.071204
LOS ANGELES	2045	LHD2	Aggregated	Aggregated	DSL	58478.77848	1731691.395	735589.47	72.3826014
LOS ANGELES	2045	MDV	Aggregated	Aggregated	DSL	42211.98811	1247535.498	196887.72	34.8459151
LOS ANGELES	2045	MH	Aggregated	Aggregated	DSL	11462.39772	91376.82184	1146.2398	7.12686895
LOS ANGELES	2045	Motor Coach	Aggregated	Aggregated	DSL	985.931923	123212.6205	14394.606	14.6194559
LOS ANGELES	2045	PTO	Aggregated	Aggregated	DSL	0	96559.54668	0	14.5151294
LOS ANGELES	2045	SBUS	Aggregated	Aggregated	DSL	4551.398088	144413.8002	52522.503	13.8175228
LOS ANGELES	2045	T6 Ag	Aggregated	Aggregated	DSL	5.488105617	4.523188915	24.147665	0.00083426
LOS ANGELES	2045	T6 CAIRP heavy	Aggregated	Aggregated	DSL	545.8363808	89064.85254	7969.2112	5.83351066
LOS ANGELES	2045	T6 CAIRP small	Aggregated	Aggregated	DSL	301.5507018	12674.06432	4402.6402	0.93088368
LOS ANGELES	2045	T6 instate construct	Aggregated	Aggregated	DSL	2307.374395	154488.997	10431.55	12.1478781
LOS ANGELES	2045	T6 instate construct	Aggregated	Aggregated	DSL	8410.459373	415909.0141	38023.36	30.8719481
LOS ANGELES	2045	T6 instate heavy	Aggregated	Aggregated	DSL	21369.45158	2132030.517	246600.51	147.752507
LOS ANGELES	2045	T6 instate small	Aggregated	Aggregated	DSL	62538.96006	2799610.732	721690.93	208.014273
LOS ANGELES	2045	T6 OOS heavy	Aggregated	Aggregated	DSL	315.4744926	51828.14664	4605.9276	3.39348449

LOS ANGELES	2045	T6 OOS small	Aggregated	Aggregated	DSL	173.5312419	7187.232024	2533.5561	0.52904548
LOS ANGELES	2045	T6 Public	Aggregated	Aggregated	DSL	5594.801474	86866.578	16970.898	7.93605794
LOS ANGELES	2045	T6 utility	Aggregated	Aggregated	DSL	1208.402646	20134.26458	13896.63	1.61731244
LOS ANGELES	2045	T7 CAIRP	Aggregated	Aggregated	DSL	7211.501205	1500409.665	105287.92	148.602327
LOS ANGELES	2045	T7 CAIRP constructi	Aggregated	Aggregated	DSL	635.4569327	110970.7885	2872.8761	11.2500083
LOS ANGELES	2045	T7 NNOOS	Aggregated	Aggregated	DSL	11226.27016	1828916.252	163903.54	191.055854
LOS ANGELES	2045	T7 NOOS	Aggregated	Aggregated	DSL	2865.834749	589562.0706	41841.187	59.8004655
LOS ANGELES	2045	T7 POLA	Aggregated	Aggregated	DSL	12028.61716	2507404.939	91417.49	274.452297
LOS ANGELES	2045	T7 Public	Aggregated	Aggregated	DSL	6562.655557	132956.4921	19906.722	15.8905217
LOS ANGELES	2045	T7 Single	Aggregated	Aggregated	DSL	6089.311924	486293.1777	70269.815	53.9743069
LOS ANGELES	2045	T7 single constructi	Aggregated	Aggregated	DSL	3609.153513	275298.1155	16316.843	29.9352598
LOS ANGELES	2045	T7 SWCV	Aggregated	Aggregated	DSL	98.00302906	4002.963247	382.21181	1.83646651
LOS ANGELES	2045	T7 tractor	Aggregated	Aggregated	DSL	16613.44806	2069084.855	210990.79	196.113434
LOS ANGELES	2045	T7 tractor construct	Aggregated	Aggregated	DSL	3059.37014	227096.7078	13831.293	24.2397542
LOS ANGELES	2045	T7 utility	Aggregated	Aggregated	DSL	481.2637037	9757.956806	5534.5326	1.10323878
LOS ANGELES	2045	UBUS	Aggregated	Aggregated	DSL	0	0	0	0
LOS ANGELES	2045	LDA	Aggregated	Aggregated	GAS	4751020.081	150405108.3	22333884	3673.21739
LOS ANGELES	2045	LDT1	Aggregated	Aggregated	GAS	688085.8398	20759661.39	3158780.6	588.690603
LOS ANGELES	2045	LDT2	Aggregated	Aggregated	GAS	1843259.518	57318729.87	8590032.6	1606.41169
LOS ANGELES	2045	LHD1	Aggregated	Aggregated	GAS	121193.9758	3810879.099	1805609.7	296.87249
LOS ANGELES	2045	LHD2	Aggregated	Aggregated	GAS	22324.8176	672125.3068	332606.52	60.1296775
LOS ANGELES	2045	MCY	Aggregated	Aggregated	GAS	295582.3083	1523709.895	591164.62	43.7533169
LOS ANGELES	2045	MDV	Aggregated	Aggregated	GAS	1182417.529	34574043.71	5466805.9	1182.57773
LOS ANGELES	2045	MH	Aggregated	Aggregated	GAS	23767.40038	209666.0345	2377.6907	32.8323914
LOS ANGELES	2045	OBUS	Aggregated	Aggregated	GAS	4282.060074	145896.4647	85675.458	23.218056
LOS ANGELES	2045	SBUS	Aggregated	Aggregated	GAS	3270.931289	111935.2572	13083.725	10.0198137
LOS ANGELES	2045	T6TS	Aggregated	Aggregated	GAS	18881.31426	902721.2629	377777.34	142.413548
LOS ANGELES	2045	T7IS	Aggregated	Aggregated	GAS	73.41229088	8391.910547	1468.8331	1.53007778
LOS ANGELES	2045	UBUS	Aggregated	Aggregated	GAS	527.5566572	38138.55255	2110.2266	6.97617863
LOS ANGELES	2045	LDA	Aggregated	Aggregated	ELEC	310027.7052	10073972.23	1469713.1	0
LOS ANGELES	2045	LDT1	Aggregated	Aggregated	ELEC	26549.24356	825890.5826	124055.08	0
LOS ANGELES	2045	LDT2	Aggregated	Aggregated	ELEC	84454.45584	1869730.253	398476.59	0
LOS ANGELES	2045	MDV	Aggregated	Aggregated	ELEC	62154.10603	1367053.685	292578.12	0
LOS ANGELES	2045	T7 SWCV	Aggregated	Aggregated	NG	5137.471294	209465.5453	20036.138	71.458606
LOS ANGELES	2045	UBUS	Aggregated	Aggregated	NG	4802.397532	509885.2599	19209.59	129.642675

	VMT Sum	Fuel Sum	Fuel Sum/Year
Diesel	26050423.31	1811.129763	**661,062,364**

Gas	284617653.8	7668.642963	**2,799,054,682**
Natural Gas	719350.8052	201.1012806	**73,401,967**
			3,533,519,012

APPENDIX 4.6

Geology and Soils

APPENDIX 4.6.1

Fault Rupture Study

Prepared for:

Pacifica Services, Inc.
106 South Mentor Avenue, Suite 200
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FAULT RUPTURE HAZARD EVALUATION IN SUPPORT OF DRAFT EIR

INGLEWOOD TRANSIT CONNECTOR PROJECT

INGLEWOOD, CALIFORNIA

Prepared by:

Geosyntec consultants

engineers | scientists | innovators

16644 West Bernardo Drive, Suite 301
San Diego, California 92127

Project Number: HPA1043-05

27 September 2019

Geosyntec
consultants

FAULT RUPTURE HAZARD EVALUATION IN SUPPORT OF DRAFT EIR

Inglewood Transit Connector Project
Inglewood, California

This report was prepared under the supervision
and direction of the undersigned.

Prepared by:

Geosyntec Consultants, Inc.

16644 West Bernardo Drive, Suite 301
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1. INTRODUCTION

This summary report has been prepared by Geosyntec Consultants, Inc. (Geosyntec) for Pacifica Services, Inc. (Pacifica) to present the findings of a desktop-level fault rupture hazard evaluation performed in support of the Draft Environmental Impact Report (EIR) for the proposed Inglewood Transit Connector Project (the ITC; project) in Inglewood, California. This report was prepared by Mr. Jared Warner, P.G., and reviewed by Mr. Alexander Greene, P.G., C.E.G., and Mr. Christopher Conkle, P.E., of Geosyntec, in accordance with the peer review policy of the firm.

1.1 Project Description

The City of Inglewood (City) is in the process of developing an automated people mover system (APM) titled the Inglewood Transit Connector (the ITC) project that would provide a transit connection from downtown Inglewood and the Metro Crenshaw/LAX Line to the City's major activity centers, including the Forum, the Los Angeles Stadium and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC). A Pacifica (prime contractor with the City) team will be preparing an EIR under the requirements of the California Environmental Quality Act (CEQA) to support the project.

Per the ITC Project Initial Study, released in July 2018 [Meridian, 2018], the project will consist of an elevated, automated people mover (APM) system. The length of the proposed APM system is approximately 1.8 miles, extending southward from the Market Street/Metro Crenshaw Line connection along South Market Street, continuing eastward along East Manchester Boulevard, southward along North Prairie Avenue, and terminating at the intersection of West Century Boulevard and Prairie Avenue located adjacent to the LASED and IBEC (Figure 1). In addition to dual aerial guideways, the project will also consist of up to 5 APM stations, a Maintenance and Storage Facility (MSF), and one Intermodal Transportation Facility (ITF). Potential locations of these facilities are shown on Figure 1.

An alternative project design (Market Street Alternative) is being considered which relates to the parcel at the southeastern corner of Market Street and Florence Avenue (Figure 1). It is our understanding that the proposed Market Street Alternative would include an alternate guideway alignment near the northern terminal of the line, a pedestrian walkway connecting to the Metro Florence/La Brea Station, an above-ground mezzanine, vehicle parking, and potentially commercial and residential development. The components of the Market Street Alternative were included in the preliminary design plans provided to Geosyntec, dated 28 November 2018 and titled "Streetscape A- Market

Street Alt 1" and "Streetscape A- Market Street Alt 1 – High" and are shown on Figures 1 and 5).

CEQA Guidelines indicate that a project would have a significant effect from fault rupture impacts if it were to *"expose people or structures to substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone (APEFZ) map for the area or based on other substantial evidence of a known fault."* Based on the Geology and Soils Technical Memorandum prepared for ITC Project Initial Study [Geosyntec, 2018], fault rupture was identified as a "potentially significant impact" to the project. To further address this significance criteria, Pacifica has requested that Geosyntec perform this desktop-level evaluation to provide more-detailed information regarding the significance of potential fault rupture for both the base case and Market Street Alternative, along with the development of potential mitigations as appropriate.

1.2 Objective and Scope of Services

The objective of this desktop-level evaluation was to provide additional information regarding the significance of potential fault rupture hazard along the base case and Market Street Alternative project alignments. Professional services in support of this project were performed in accordance with our approved proposal, dated 21 September 2018. The scope of services included the following:

- Researching the availability of fault rupture related documentation from federal, state, and local sources within the vicinity of the project alignment;
- Reviewing available physiographic information including geologic and geotechnical information;
- Performing on-line and in-person data searches of available documents; and
- Documenting the procedures, findings, opinions, and conclusions of the fault rupture hazard evaluation in this report.

2. METHODS

The evaluation of fault rupture hazard was based on a review of maps and readily accessible geologic and geotechnical records obtained from publicly available online resources, including municipalities and agencies with jurisdiction near or along the project alignment. Online and in-person data searches were performed in order to compile available documents and incorporate relevant information into our assessment. No site reconnaissance, geologic mapping, subsurface, or site-specific investigations were performed as part of our evaluation.

3. ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES AND FAULTS

Fault rupture hazard was evaluated to assess the potential for exposure of people or structures to substantial adverse effects, including the risk of loss, injury, or death. The potential for fault surface rupture is generally considered to be significant along "active" faults and to a lesser degree along "potentially active" faults [CDMG, 1998; USGS, 2018].

The ITC alignment does not lie within the boundaries of APEFZ delineated active or potentially active faults (Figure 2) as defined by the State of California in the Alquist-Priolo (A-P) Earthquake Zoning Act [CGS, 1999]. The nearest APEFZs to the Project include two segments of the Newport-Inglewood fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Potrero fault), as presented on Figures 2 and 3. Therefore, a project Site-specific fault hazard evaluation in accordance with the A-P Earthquake Fault Zoning Act (Public Resources Code [PRC] Sections 2621-2630), is not required per State regulation.

4. RECORDS REVIEW

Geosyntec contacted federal, state, and local agencies, and accessed associated online databases to identify geologic and geotechnical information pertaining to the project area. Requests to and documents received from the following agencies are listed below:

- City of Inglewood Building and Safety Division;
- California Geologic Survey (CGS);
- California Department of Transportation (Caltrans);
- Los Angeles County Department of Public Works (DPW) – Building and Safety;
- Los Angeles County Metropolitan Transportation Authority (Metro); and
- United State Geological Survey (USGS)

As part of this records review, Geosyntec reviewed 42 separate investigations within the general project area. Pertinent records received to date and/or reviewed on publicly available online sources are summarized below. If files are received after finalization of this report that change the conclusions stated herein, an addendum will be prepared.

4.1 City of Inglewood Building and Safety Division

On 13 December 2018, Geosyntec performed an in-person document review at the City of Inglewood Building and Safety Division's permit counter. Geosyntec requested previous fault hazard investigation reports for 61 Assessor's Parcel Numbers (APNs) adjacent to or within the vicinity of the project. This initial document request primarily focused on parcels with the highest likelihood for having previous fault hazard studies, consisting of larger developments, commercial properties, hospitals, schools, and other critical facilities. Of the reports provided by the City, only three contained information on previous fault hazard studies. Additionally, transmittal of digital or electronic copies of these reports were not permitted by the City. Locations of the previous investigations reviewed are shown in Figure 4. A summary of the reports and their findings are presented in Table 1.

4.2 CGS

On 21 December 2018, Geosyntec received the "A-P Site Investigations Database" (.kmz file) from the CGS. The database includes the A-P File Number and locations of previous fault hazard investigations performed within and/or near mapped A-P Zones in California, through 18 August 2016. Following review of the database, Geosyntec

requested reports for 37 previous fault investigations completed adjacent to or within the vicinity of the Project. Locations of the previous investigations are also shown in Figure 5. A summary of the reports and their findings are presented in Table 1.

Based on the review of previous fault hazard investigation reports received from the CGS, evidence of faulting or previous fault rupture within the immediate vicinity of the project was only identified in one of the 37 investigations reviewed. The findings of that study are described below.

AP File No. 2187 - Preliminary Geologic Exploration Special Studies Zone Review, Jeffery A. Johnson, Inc. (Johnson, 1988)

Johnson performed a fault hazard investigation for a proposed El Pollo Loco restaurant located at 426 North La Brea Avenue, Inglewood, California, which is situated within an established APEFZ. Johnson identified a fault strand associated with the Newport-Inglewood fault zone within three excavated trenches performed at the site. Johnson indicated that although previous removal of the upper sediments at the site precluded age estimation of the most recent movement or rupture, the fault should be considered active. The investigations performed for this study are situated approximately 0.25 miles northwest of the proposed Market Street APM Station (Figure 4) and appears to generally correspond to the mapped location of the Inglewood APEFZ.

4.3 Caltrans

Geosyntec queried Caltrans Digital Archive of Geotechnical Data (GeoDOG) website [State of California, 2017] on 14 December 2018. No previous fault hazard investigations performed within the project area were identified in the Caltrans database.

4.4 Los Angeles County Department of Public Works

On 17 December 2018, Geosyntec contacted the Los Angeles County Department of Public Works (DPW) requesting previous fault hazard investigations for parcels in the vicinity under their jurisdiction. DPW provided reports for investigations previously performed at the southern portion of Los Angeles Southwest College, located approximately 2.3 miles southeast of the planned Century Boulevard APM station. This locations is outside the coverage area of Figure 4. A summary of this report is provided below.

Report of Fault Rupture Hazard Investigation, MACTEC, (MACTEC, 2003)

MACTEC performed a fault rupture hazard investigation within the eastern portion of the Los Angeles Southwest College campus, which is located in a delineated APEFZ.

MACTEC identified two zones of primary fault rupture associated with the Newport-Inglewood fault zone. A secondary splay of the Newport-Inglewood fault zone had been previously identified in the central portion of the campus between the existing Admission and Lecture/Lab buildings. The identified fault within the referenced portions of the Los Angeles Southwest College is situated approximately 2.3 miles southeast of the proposed Century Boulevard APM Station, outside the coverage area of Figure 4.

4.5 Metro

On 10 and 14 January 2019, Geosyntec contacted the Metro Records Management Center and submitted a public records request for potential fault investigations performed for the existing Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX). Geosyntec also queried MTA's online Dorothy Peyton Gray Transportation Library and Archive and located a geotechnical investigation completed for the Crenshaw/LAX project [HMM, 2010].

The HMM report indicated a limited fault rupture study of the Newport-Inglewood fault zone was planned for the Florence/La Brea station to evaluate the locations of active traces of the Inglewood fault that were suspected to cross the Crenshaw/LAX project alignment in the vicinity of La Brea Avenue and the proposed Florence/La Brea station at that location. The fault investigation report [EMI, 2010] was subsequently located by Metro and provided to Geosyntec.

Additionally, subsequent to the identification of the EMI report, Metro provided two additional Crenshaw/LAX reports to the Meridian team. These reports: the Geotechnical Data Report (GDR) [HMM, 2012a] and Preliminary Geotechnical Engineering Design Technical Memorandum [HMM, 2012b] present detailed information related to the results of this investigation and development of related recommendations for the Crenshaw/LAX project.

The following sections provide details regarding the finding of these Crenshaw/LAX project reports and related discussions with Metro.

4.5.1 Earth Mechanics, Inc., [EMI, 2010]

The objective of the EMI fault investigation was to identify active traces of the Inglewood fault crossing the Crenshaw/LAX corridor at the location of the proposed Florence/La Brea station and its alternate site near the intersection of La Brea Avenue and Florence Avenue. The fault investigation consisted of performing geologic mapping, aerial-photograph analysis, geophysical surveys, and exploratory drilling. A summary of EMI's field investigation and their findings are provided in the subsections below.

4.5.1.1 Aerial Photography Analysis/Geologic Mapping

EMI completed a preliminary site reconnaissance on 15 June 2010 to confirm access for field exploration and assess information compiled from a records review of available geologic information. Additional geologic mapping was conducted on 10 September 2010 and samples from rock outcrop and soil exposures mapped north of the original Metro Florence/La Brea Station site (located northwest of the Market Street APM Station and Market Street Alternative for this project) were compared with samples from the geotechnical explorations.

An aerial photographic review of the pre-urban development setting for the area was performed utilizing stereographic historic aerial photograph sets from 1923, 1938 and 1952 to conduct a lineament evaluation. The lineament evaluation identified several linear topographic and vegetation features suspected to be a result of previous surface faulting. The identified lineaments were compared with previous published geologic maps [Bryant, 1988; Dibblee; 2007; and Poland et al., 1959] and revealed similarities in the locations of the linear features including the Centinela Creek, Inglewood Park Cemetery, Manchester Avenue, and Townsite faults (Figures 3 and 4).

4.5.1.2 Geophysical Survey

EMI's interpretation of seismic reflection profiles indicated two geophysical anomalies located west of La Brea Avenue that generally coincides with the mapped Inglewood fault and are within the designated APEFZ.

A third anomaly was identified on the east side of La Brea Avenue underlying a portion of the proposed alternate Florence/La Brea station (Figure 5 and 6). This geophysical anomaly was suggested to coincide with a splay of the southern Inglewood fault, or the Townsite fault identified by Poland et al. [1959] a feature which is not included in the APEFZ. Although exploratory drilling and cone penetrometer soundings (CPTs) completed for this investigation did not reveal any definitive information on faulting, EMI suggests the possibility of lateral displacement without large vertical offsets associated with the geophysical anomaly identified in the seismic reflection profiles could not be ruled out due to the strike-slip nature of the Newport-Inglewood fault zone.

4.5.1.3 Subsurface Drilling

As part of the geotechnical investigation, EMI conducted a subsurface drilling program, generally located along the Metro Line adjacent to Florence Avenue, consisting of six CPTs, one hollow-stem auger boring (HSA), and one angled core boring (Figure 5). As part of the evaluation they also included a review of one CPT and one HSA boring drilled

for a previous study for the Advanced Conceptual Engineering (ACE) phase of the geotechnical investigation [HMM, 2010].

The preliminary ACE explorations identified a predominance of sands with gravel east of the Inglewood fault and predominantly clayey and silty finer grained material to the west. The EMI drilling program encountered similar subsurface materials, but noted that neither the HSA boring nor CPT sounding provided definitive data on faulting. The angled core boring was advanced at a 45 degree inclination to intersect the geophysical anomaly zone east of La Brea Avenue, but data collection was hampered due to drilling challenges and spotty core recovery and ultimately the exploration was not able to further define the presence of faulting.

4.5.1.4 Conclusions and Recommendations

Evaluation of the seismic reflection profiles indicated potential zones of faulting on both the west and east sides of La Brea Avenue. These zones corresponds to both previously mapped APEFZ portions of the NISZ and as well as areas not mapped as part of the APEFZ which were designated as geophysical anomalies. However, the results of the drilling program were inconclusive as to the activity of the non-APEFZ delineated anomalies suspected to be faults.

4.5.2 Geotechnical Data Report, [HMM, 2012a]

The Geotechnical Data Report for Crenshaw/LAX project includes as an appendix a Fault Investigation report (Appendix L) which builds on the [EMI, 2010] investigation to provide input to the project, particularly regarding the location of the Florence/La Brea Station.

The report uses as its basis the concept that the California Building Code requires the avoidance of active faults at locations were life safety may be an issue. The report opines that if present “fault rupture [hazard] could be destructive to project facilities and could place human life in jeopardy, especially at elevated and subsurface boarding stations where people would congregate”. The report goes on to identify active faults as not only those which have an APEFZ established, but also those which are “considered to have been active in Holocene time by an authoritative source, or federal, state, or local government agency.”

Relative to the planned Florence/La Brea station, the report found that there are zones of potentially active faulting both east and west of La Brea Avenue as well as to the north and south. The report found that the geophysical “anomaly that essentially coincides with the Townsite fault” as identified by Poland et al [1959]. It continues: “Although the Townsite fault is not presently mapped as an Alquist-Priolo Earthquake Zone Fault, its

location within the active Newport-Inglewood Fault Zone, and its apparent intersection with the Newport-Inglewood Structural Zone, as well as recent earthquake activity, strongly suggest that it is a young fault with a potential for surface rupture."

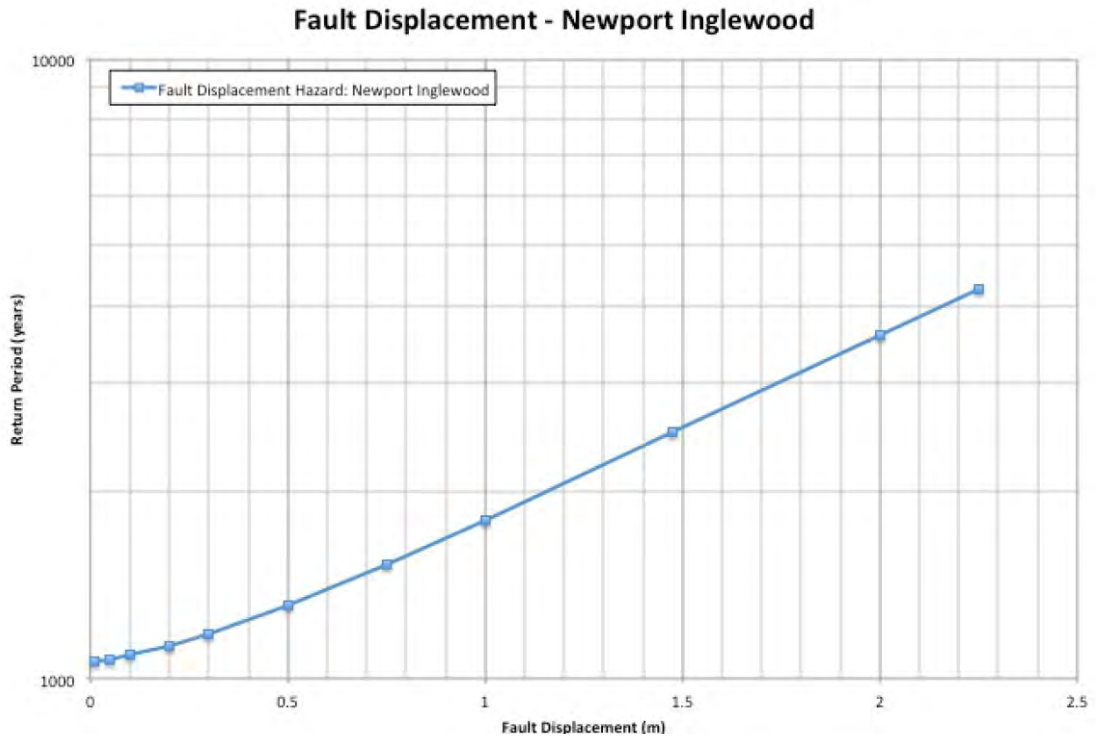
The report concludes that the Florence/La Brea station should be shifted to the east, away from the geophysical anomaly associated with the Townsite fault. The station was subsequently constructed to the east of the Townsite fault feature in compliance with these recommendations.

4.5.3 Preliminary Geotechnical Engineering Design Technical Memorandum [HMM, 2012b]

Section 5.1.4 of the Preliminary Geotechnical Engineering Design Technical Memorandum for the Crenshaw/LAX project provides input relative to fault rupture hazard. In conclusions similar to the Geotechnical Data Report [HMM, 2012a], the memorandum states, "Based on our current, limited understanding of the Newport Inglewood fault zone (NISZ) in the vicinity of the Florence/La Brea Station, with geophysical anomalies both to the east and west of the currently mapped AP zone, it seems likely that surface rupture may not be limited to the presently mapped AP zone." It also presents the results of deterministic and probabilistic fault rupture displacement studies conducted.

The deterministic analysis conducted indicates that the NISZ is capable of producing "magnitude 7.1 earthquake which could generate an average of about 3.9 feet of displacement". The "horizontal component of displacement could be about 3.0 to 3.1 feet with and the vertical component about 0.7 to 0.8 feet." This is a conservative basis for the displacement across the entirely of the NISZ.

A probabilistic fault displacement hazard analysis was also conducted to establish a more definitive assessment of the hazard. This evaluation resulted in a "displacement hazard curve that would apply to any location along the alignment which is crossing a fault trace of the suite of individual faults which make up the Newport Inglewood fault zone." Figure 5-12 of that report excerpted below presents that average surface displacement which could be anticipated along the fault zone for various return periods.



Fault Displacement Hazard Curve for the Metro Alignment Crossing the Newport- Inglewood Fault (Figure 5-12 from HMM, 2012B)

4.5.4 Discussions with Metro Technical Personnel

On 11 March 2019, Geosyntec participated in a phone conversation with Metro technical Androush Danielian (Executive Director-Project Engineering) and Namasivayam Sathialingam (Senior Director-Project Engineering) who are responsible for policy decisions related to fault rupture related design at Metro. During this call Metro's engineers provided details regarding their design approach when fault rupture hazard is present. Metro anticipates that faults with the potential for rupture will need to be crossed by its rail lines including at bridges. Metro relies on two Caltrans standards, Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) [Caltrans, 2013a] and 20-10 (Fault Rupture) [Caltrans, 2013b]. Metro attempts to avoid locating structures which will be occupied (stations and maintenance facilities) at locations where fault rupture hazard is present due to increased potential life safety consequence.

Memo 20-8 provides a method for conducting structural evaluations of bridges at strike slip fault crossings based on design offset identified by criteria in 20-10 to confirm that the performance requirements outlined in Caltrans' Seismic Design Criteria are met.

4.6 USGS

Geosyntec queried the USGS online library database on 10 January 2019. No previous fault investigations within the vicinity of the project were identified.

5. SUMMARY OF FINDINGS

5.1 Potential Fault Rupture Hazards Identified

The location of the geophysical anomaly west of La Brea Avenue and the general northwest-southeast trend of Newport-Inglewood fault zone indicates the Inglewood fault is present west of the project alignment. Given that previous fault investigations completed west of North Market Street (Figure 4) did not reveal evidence of faulting or surface rupture the potential for the Inglewood fault to cross the ITC alignment is considered low.

The geophysical anomaly identified east of La Brea Avenue and its suspected correlation with the mapped trace of the Townsite fault [Poland et al., 1959] which was considered potentially active as part of the HMM study conclusions, indicates the Townsite fault may intersect the project alignment and the Market Street Alternative, between Florence Avenue and East Manchester Boulevard (Figure 5). Although previous fault investigations completed south of Manchester Boulevard and west of North Prairie Avenue did not reveal evidence of faulting or surface rupture (Figure 5a), Poland et al., [1959] shows the trace of the Townsite fault continuing southeast and potentially crossing the alignment along Manchester Boulevard and North Prairie Avenue (Figure 4 and Figure 5a).

Although the Townsite fault is not presently mapped as a designated APEFZ fault, or situated within a delineated APEFZ, the location within the active Newport-Inglewood fault zone and surface expression suggests this fault should be considered active with the potential for surface rupture.

5.2 Initial Design Inputs

Specific information related to potential slip rates or maximum magnitudes associated with the Townsite fault is not available in published literature. In the absence of additional specific information related to activity of the Townsite fault, information developed from deterministic and probabilistic fault rupture displacement studies conducted by HMM [2012b] and conveyed in Section 4.5.3 of this report should be used as preliminary design inputs related to the potential magnitudes of fault rupture hazard for various return periods.

5.3 Data Gaps

Based upon the review of available information, additional studies are recommended to assess the location and level of activity along the anticipated trend of the Townsite fault (Figures 4, 5, and 5a) where it crosses the proposed ITC alignment between and through

the proposed Market Street APM Station and Market Street Alternative, the MST and East Tamarack Avenue, and the Forum APM Station and East Kelso Street. In the absence of the above information, the proposed stations and aerial structures will need to be designed with consideration of the potential presence of the anticipated trend of the Townsite fault.

6. CONCLUSIONS AND RECOMMENDATIONS

Fault rupture hazard was evaluated to assess the exposure to people or structures to substantial adverse effects, including the risk of loss, injury, or death. Based on review of available published geologic maps and previous fault hazard evaluations performed within the immediate vicinity of the project, the potential for surface fault rupture from the anticipated trend of the Townsite fault was identified in a portion of the proposed ITC alignment. Therefore, surface rupture from the anticipated trend of the Townsite fault due to faulting during the design life of the proposed base case and Market Street Alternative alignments is considered a potentially significant impact requiring mitigation.

Mitigation Measure 1

The proposed project should be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults), dated January 2013, and Memo to Designers 20-10 (Fault Rupture), dated January 2013 where any portion of a structure falls within an APEFZ, or where any portion of a structure falls within approximately 100 meters (330 feet) of well-mapped active faults, or within 300 meters (1,000 feet) of an un-zoned fault (not in an APEFZ) that is Holocene or younger in age, such as the anticipated trend of the Townsite fault.

Stations and elevated structures for the APM Guideway should be located to avoid the fault rupture hazard where present. As noted in Caltrans Memorandum to Designers (MTD) 20-8, bridge type structures, such as the APM Guideway, must be designed for the displacement demand resulting from a static fault offset, the dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur at the site. Caltrans MTD 20-8 provides a method for obtaining the displacements at columns and abutments at fault crossings; all the requirements must also be followed. Adequate bearing seats must be provided so the superstructure can slide at the abutment, bent, or hinge seats without falling.

Mitigation Measure 2

Prior to the start of construction, the location of the anticipated trend of the Townsite fault should be further defined via a phased investigation process to identify and locate active fault traces in the project area to support adjustments to the proposed Project's design.

The Phase investigation should include a supplemental fault investigation conducted along the trace of the Townsite fault to further refine the location of the feature and assess the activity level where it crosses the proposed ITC alignment. This may include the following surface and subsurface methods:

- Aerial photograph analysis;

- Geophysical surveys (e.g., seismic reflection and seismic refraction) to refine the identified geophysical anomaly associated with the Townsite fault and inform subsequent targeted fault hazard exploration as necessary;

- Targeted fault trenching based on the findings of additional geophysical studies to locate the potential Townsite fault where it crosses the proposed ITC alignment and; and

- Exploratory drilling and sampling (e.g., hollow stem auger and CPT borings), as necessary, if definitive information regarding the trace of the Townsite fault cannot be adequately delineated across the proposed ITC alignment within the limits of fault trenching.

Based on the results of these investigations, column placements and facility designs may be adjusted to accommodate geologic conditions identified. Further, the facilities should be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). Stations/structures should be located to avoid the fault rupture hazard where present.

The design fault offset where evaluating features in close proximity to the stations or proposed structure alignment shall be determined as the larger of the:

- Deterministically derived average displacement.

- Probabilistically derived displacement consistent with a 5 percent in 50-years probability of exceedance.

Probabilistic procedures should follow those outlined in Abrahamson [2008] and Petersen et al., [2011]. These procedures allow for evaluation of offset based on the results of field investigation. If further study of the fault rupture is conducted, then procedures as outlined in CGS Note 49 shall be followed.

7. LIMITATIONS

The conclusions, recommendations, and opinions made herein are based on the assumption that subsurface conditions do not deviate appreciably from those found during the referenced previous investigations by others. This report has been prepared in accordance with current practices and the standard of care exercised by scientists and engineers performing similar tasks in this area. The conclusions contained in this report are based solely on the analysis of the conditions reviewed by Geosyntec personnel. We cannot make any assurances concerning the completeness of the data performed by others. This evaluation is not intended to replace site-specific geologic investigation in support of detailed engineering design for the Project.

No warranty, expressed or implied, is made regarding the professional opinions expressed in this report. If actual conditions are found to differ from those described in the report, or if new information regarding the site is obtained, Geosyntec should be notified and additional recommendations, if required, will be provided. Geosyntec is not liable for any use of the information contained in this report by persons other than Pacifica Services, Inc., or their subconsultants, or the use of information in this report for any purposes other than referenced in this report without the expressed, written consent of Geosyntec.

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TABLE

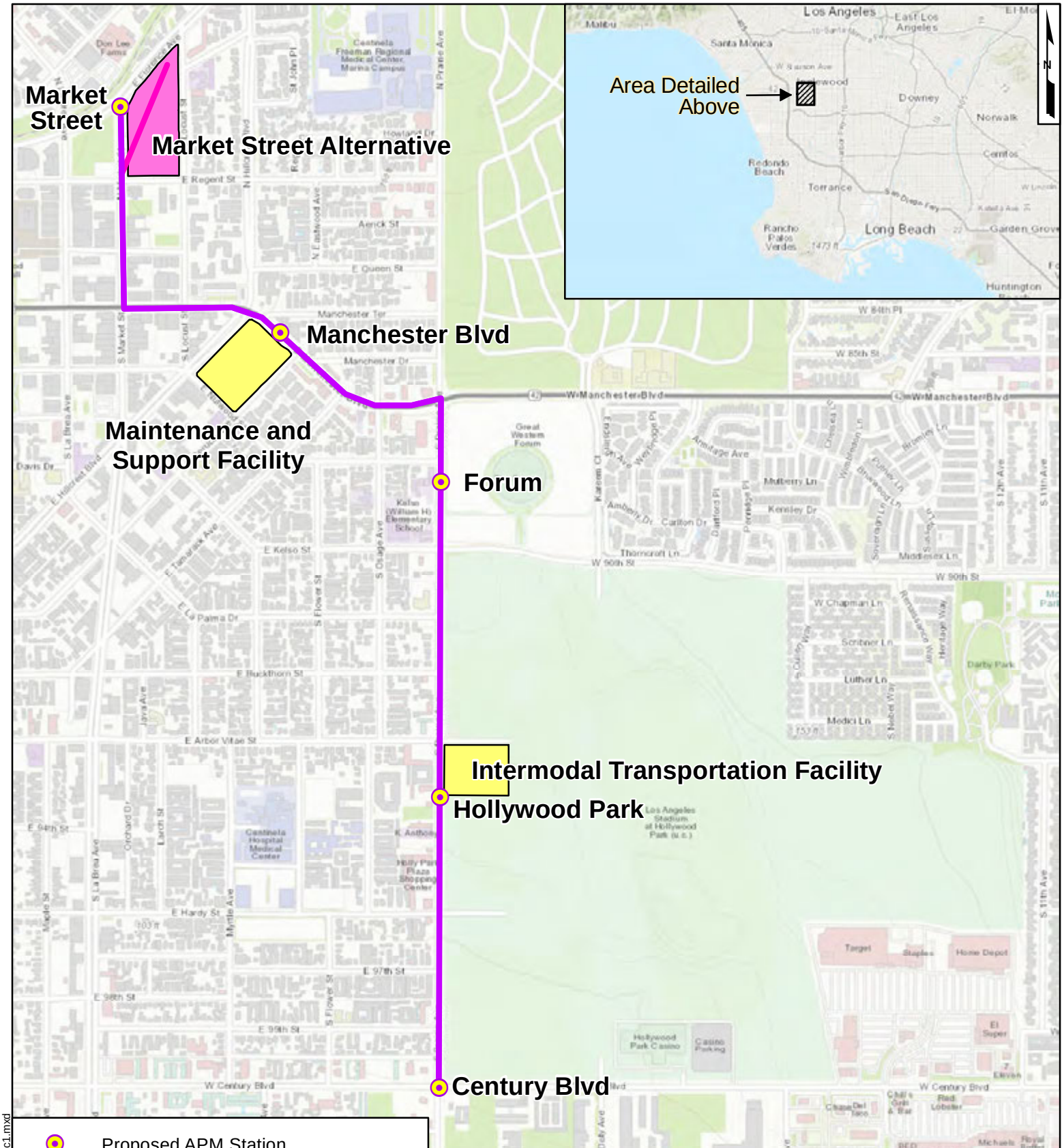
Table 1. Summary of Previous Fault Investigations
Inglewood, California

Geosyntec consultants

AP File No.[1]	Address	APN[2]	Investigation Report Date	Site Investigation Date	Distance from ITC Alignment (ft)[3]	Fault Found	Exploration Trench(s) Performed	Boring(s) Performed	Geophysics Performed	Reference	Reference Source[4]
0365	301 N Prairie Ave	4015-024-021	6/18/1976	May and June 1976	1,850	No	No	Yes	No	LeRoy Crandall & Associates, 1976	CGS
0418	333 N Prairie Ave	4015-024-023	12/26/1974	NA	240	No	No	Yes	No	Glenn A. Brown & Associates, 1974	CGS
0593	330 E Florence ve	4015-027-029	11/9/1977	11/1/1977	400	No	Yes	No	No	LeRoy Crandall & Associates, 1977	CGS
0873	630 E Regent St	4021-001-051	10/12/1978	9/13/1978	1,200	No	Yes	No	No	Foundation Engineering, 1978	CGS
0931	250 W Ivy Ave	4016-030-015	2/2/1979	NA	1,000	No	No	Yes	No	Leighton & Associates, 1979	CGS
1129	110 N La Brea Ave	4021-008-034	2/21/1979	NA	210	No	Yes	Yes	No	LeRoy Crandall & Associates, 1979	CGS
1201	333 N Prairie Ave	4015-024-023	12/26/1974	NA	240	No	Yes	No	No	Glenn A. Brown & Associates, 1974	CGS
1223	741 E Nutwood St	4021-036-051	7/21/1980	NA	260	No	Yes	No	No	Hu Associates, 1980	CGS
1282	136 W Beach Ave	4016-030-002	10/28/1980	NA	1,050	No	Yes	No	No	Baseline Consultants, 1980	CGS
1283	3700 W Manchester Blvd	*More than 100 parcels with separate APNs*	5/16/1979	NA	1,150	No	Yes	Yes	No	GeoSoils, 1979	CGS
1400	319-323 N Market Street	4016-028-006 4016-028-007 4016-028-005 4016-028-003 4016-028-015 4016-028-001	10/1/1981	NA	1,150	No	Yes	No	No	C. Michael Scullin, 1981	CGS
1433	128 N Hillcrest Blvd	4021-003-012	2/10/1982	NA	740	No	Yes	No	No	Baseline Consultants, 1982	CGS
1434	407 N La Brea Ave	4016-024-011	2/24/1982	NA	1,100	No	Yes	No	No	Baseline Consultants, 1982	CGS
1454	Southwest corner of Hazel St and La Brea Ave	4016-024-027	1/22/1982	NA	1,300	No	Yes	No	No	Baseline Consultants, 1982	CGS
1477	Southwest corner of Manchester Boulevard and Prairie Avenue	4021-036-049	8/9/1982	9/2 and 9/3/1982	20	No	Yes	No	No	California Geo-Systems, 1982	CGS
1619	3111 W Century Blvd	4025-017-023	9/20/1983	NA	5,000	No	Yes	No	No	Harley Tucker, Inc., 1983	CGS, City
3257[5]	3111 W Century Blvd	4025-017-023	9/3/2002	8/26/2002	5,000	No	Yes	Yes	No	Strata-Tech, Inc., 2002	CGS, City
1629[5]	808 E Kelso St	4021-038-026	10/7/1983	10/6/1983	230	No	Yes	No	No	C. Michael Scullin, 1983	CGS
1698	116 W Hazel St	4016-024-026	6/11/1984	4/11/1984	1,300	No	Yes	No	No	California Geo-Systems, 1984	CGS
1719	514 S Osage Ave	4021-037-006	5/3/1984	4/20/1984	240	No	Yes	No	No	Soils International, 1984	CGS
1763	519 & 523 Manchester Ter	4021-005-038	11/14/1984	9/25/1984	180	No	Yes	No	No	AAKO Geotechnical Engineering Consultants, 1984	CGS
1769	106 E Manchester Blvd	4021-014-905	2/18/1985	2/5/1985	640	No	Yes	Yes	No	Lockwood-Singh & Associates, 1985	CGS
1813	3612/3624 W Century Blvd	4032-004-045	7/10/1985	7/9/1985	1,700	No	Yes	No	No	California Geo-Systems, 1985	CGS
1820	409 Grace Ave	4015-021-044	8/5/1985	7/12 and 7/15/1985	620	No	Yes	No	No	Kovacs-Byer & Associates, 1985	CGS
1830	625 S Osage Ave	4021-039-003	8/16/1985	NA	470	No	Yes	No	No	California Geo-Systems, 1985	CGS
1851	515 N Market St	4016-018-002	11/8/1985	10/17/1985	1,700	No	Yes	No	No	Soils International, 1985	CGS
1852	105 & 109 N Eastwood Ave	4021-003-025 4021-003-026	11/11/1985	10/15/1985	550	No	Yes	No	No	Soils International, 1985	CGS
1926	Nutwood St and Tamarack Ave	4021-028-007 4021-028-030 4021-028-118 4021-028-169 4021-028-235	4/16/1986	NA	160	No	Yes	No	No	Geolabs-Westlake Village, 1986	CGS
1933	110 S La Brea Ave	4021-009-037	12/30/1985	July and December 1985	60	No	No	Yes	No	LeRoy Crandall & Associates, 1985	CGS
2117	510 N La Brea Ave 109 E Hazel St 125 E Hazel St 502 N La Brea Ave	4016-019-003 4016-019-005 4016-019-006 4016-019-013	11/21/1987	11/3, 11/12, and 11/13/1987	1,500	No	Yes	No	No	C.A. Richards, 1987	CGS
2165	514 N Market St	4016-017-004	6/15/1988	6/14/1988	1,800	No	Yes	No	No	Ray A. Eastman (The Geologic Outfit), 1988	CGS
2187	SE corner of La Brea Ave and Hazel St	4016-025-002 4016-025-003	6/28/1988	NA	1,350	**Yes**	Yes	No	No	Jeffrey A. Johnson, 1988	CGS
2316	South of 90th St (Pincay Dr) and west of Darby Park	*More than 100 parcels with separate APNs*	10/30/1986	NA	2,500	No	Yes	No	No	Kenneth G. Osborne & Associates, 1986	CGS
2446	410 N La Brea Ave	4016-025-006	6/19/1990	6/5/1990	1,150	No	Yes	No	No	Kovacs-Byer & Associates, 1990	CGS
2753[5]	1600 W Imperial Highway	6079-001-904	12/8/1989	11/1, 11/2, 11/3, and 11/10/1989	11,800	No	Yes	Yes	No	LeRoy Crandall & Associates, 1989	CGS
NA[5]	1600 W Imperial Highway	6079-001-904	6/25/1905	NA	11,800	**Yes**	NA	NA	NA	MACTEC, 2003	On-line
NA[5]	1600 W Imperial Highway	6079-001-904	7/30/2004	6/17/2004	11,800	No	No	Yes	No	Leighton Consulting, Inc., 2004	LACDPW
NA[5]	1600 W Imperial Highway	6079-001-904	12/21/2005	11/2, 11/3, 11/4, 11/7, 11/8, and 11/9/2005	11,800	No	No	Yes	No	MACTEC, 2005	LACDPW
3166	3363 W Century Blvd	4025-020-003	10/20/1999	10/6 and 10/7/1999	2,500	No	Yes	No	No	CFS Geotechnical Consultants, 1999	CGS, City
3320	SW corner of 11th Street and Century Boulevard	*More than 15 parcels with separate APNs*	1/10/2005	NA	3,280	No	No	No	No	Geosoils, Inc., 2005	CGS
3394	200 N La Brea Ave	4015-028-900 4015-028-901 4015-028-902 4015-028-903 4015-028-904 4015-028-905 4015-028-906 4015-028-907 4015-028-908 4015-028-909	10/22/2007	8/2/2007 and 9/21/2007	195	No	Yes	No	No	Southwest Geotechnical Inc., 2007	CGS, City
NA	Crenshaw/LAX Transit Corridor Project - La Brea Station	4015-018-900 4016-030-900	12/1/2010	8/27, 8/28, and 8/29/2010; 9/8/2010; 11/1, 11/2, 11/3, 11/4, and 11/5/2010	150	**Yes**	No	Yes	Yes	Earth Mechanics Inc., 2010	Metro

Notes:
1 - A-P File Numbers provided in the California Geological Survey "A-P Site Investigation Database" (.kmz file)
2 - Assessor's Parcel Number (APN)
3 - Distances listed are approximate and were measured in GoogleEarth
4 - California Geological Survey (CGS), City of Inglewood Building and Safety Division (City), Los Angeles County Department of Public Works (LACDPW), Los Angles County Metropolitan Transportation Authority (Metro), On-line data search (On-line)
5 - Not presented on Figure 3. Location of the previous investigation is outside the mapview
Shaded cells denote where evidence of faulting was identified during previous investigation
"NA" - Not available

FIGURES



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Site Location

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 1

Market Street

Inglewood Fault

Market Street Alternative

Potrero Fault

Manchester Blvd

Maintenance and Support Facility

Forum

Intermodal Transportation Facility

Hollywood Park

Century Blvd

- Proposed APM Station
- Inglewood Transit Connector Alignment
- Market Street Alternative Alignment
- Market Street Alternative
- Proposed Support Facility
- Alquist-Priolo Fault
- Alquist-Priolo Fault Hazard Zone

af / Qs / Qbs / Qa

SURFICIAL SEDIMENTS

Unconsolidated detrital sediments; generally unlissected

af *Artificial cut and fill*

Qs/Qbs *Beach sand*

Qa *Alluvial gravel, sand and silt-clay, derived mostly from Santa Monica Mountains; includes gravel and sand of stream channels*

Qae / Qop / Qoa

OLDER SURFICIAL SEDIMENTS

Unconsolidated to weakly consolidated alluvial sediments, dissected where elevated; late Pleistocene age

Qae *Alluvial fan sediments of granitic sand at West Hollywood, derived from adjacent Santa Monica Mountains*

Qop *Paleosoil in Baldwin Hills (Fox Hills residual paleosoil of Weber et al. 1982), gray to rusty brown, sandy, locally pebbly, moderately indurated "hardpan" on* **Qoa**

Qoa *Older alluvium of gray to light brown pebble-gravel, sand, silt and clay derived from Santa Monica Mountains; slightly consolidated; in Baldwin Hills designated as Baldwin Hills sandy gravel by Weber et al, 1982, where it is much dissected and eroded*

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.
Note - Faults dashed where approximate, queried where uncertain.
Alquist-Priolo data sourced from DOC, CGS.
Geologic Base Map Source:
Dibblee, T.W., and Minch, J.A., 2007, Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-322, scale 1:24,000.

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1,200 600 0 1,200 Feet

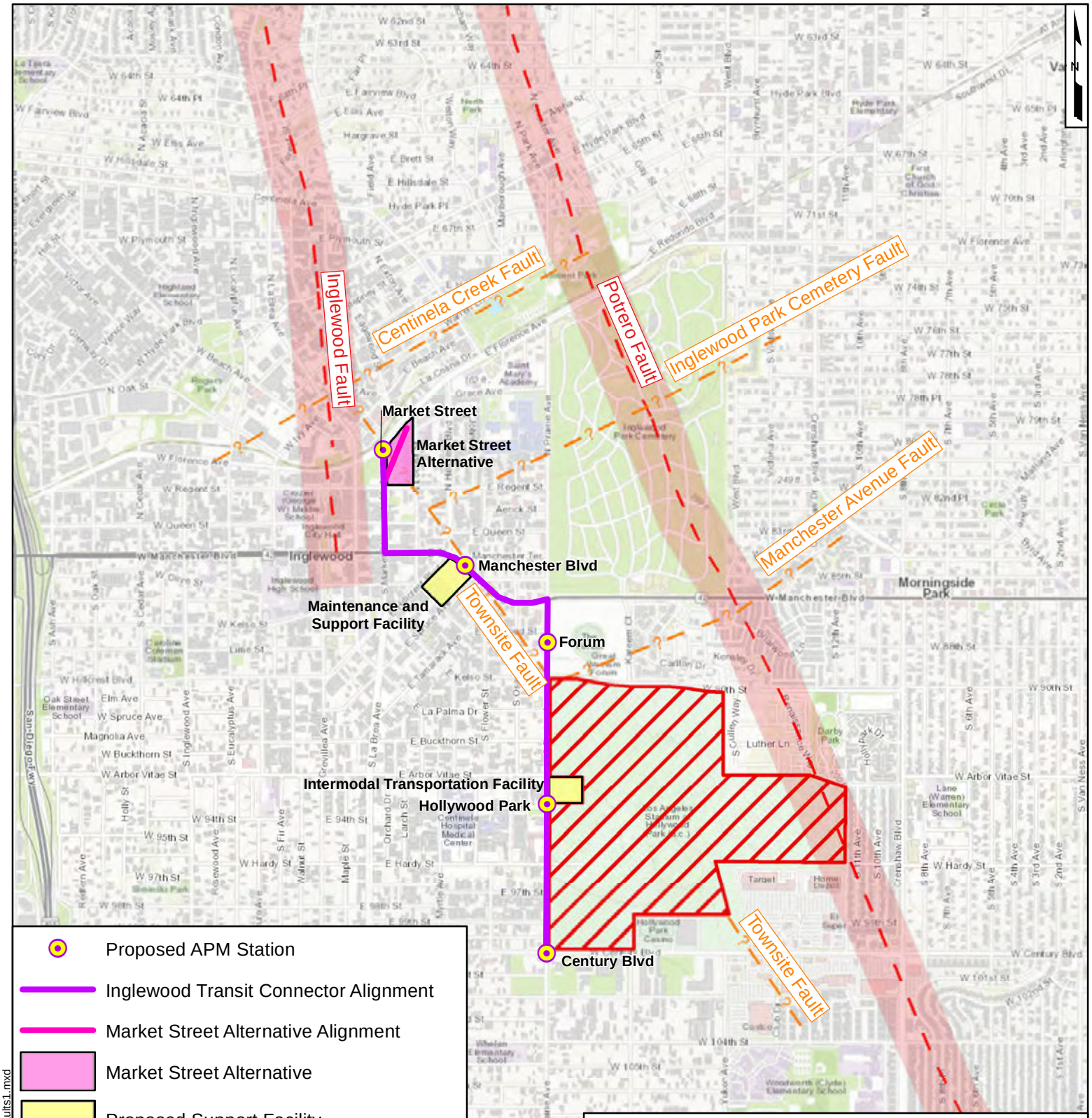
Alquist-Priolo Fault Hazard Zones and Geologic Map

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

Geosyntec consultants

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Figure 2



Note - Faults dashed where approximate, queried where uncertain.
Alquist-Priolo data sourced from DOC, CGS.

Fault Map

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 3

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Inglewood Fault
Potrero Fault
Centinela Creek Fault
Inglewood Park Cemetery Fault
Manchester Avenue Fault
Townsite Fault
E Florence Ave
N Market St
W Manchester Blvd
E Manchester Blvd
S Prairie Ave
Century City Blvd
Market Street
Manchester Blvd
Forum
Hollywood Park
Century Blvd
Market Street Alternative
Maintenance and Support Facility
Intermodal Transportation Facility
2165 - Ray A. Eastman (The Geologic Outfit), 1988
2187 - Jeffrey A. Johnson, 1988
2446 - Kovacs-Byer & Associates, 1990
1851 - Soils International, 1985
1400 - C. Michael Scullin, 1981
2117 - C.A. Richards, 1987
593 - LeRoy Crandall & Associates, 1977
1454 - Baseline Consultants, 1982
1820 - Kovacs-Byer & Associates, 1985
1698 - California Geo-Systems, 1984
418 - Glenn A. Brown & Associates, 1974
1434 - Baseline Consultants, 1982
1282 - Baseline Consultants, 1980
365 - LeRoy Crandall & Associates, 1976
931 - Leighton & Associates, 1979
1201 - Glenn A. Brown & Associates, 1974
Earth Mechanics, Inc., 2010
873 - Foundation Engineering, 1978
3394 - Southwest Geotechnical Inc., 2007
1433 - Baseline Consultants, 1982
1129 - LeRoy Crandall & Associates, 1979
1852 - Soils International, 1985
1933 - LeRoy Crandall & Associates, 1985
1763 - AAKO Geotechnical Engineering Consultants, 1984
1769 - Lockwood-Singh & Associates, 1985
1477 - California Geo-Systems, 1982
1926 - Geolabs-Westlake Village, 1986
1223 - Hu Associates, 1980
1719 - Soils International, 1984
1283 - GeoSoils, 1979
1830 - California Geo-Systems, 1985
1629 - C. Michael Scullin, 1983
2316 - Kenneth G. Osborne & Associates, 1986
3166 - CFS Geotechnical Consultants, 1999
3320 - Geosoils, Inc., 2005
1813 - California Geo-Systems, 1985

Proposed APM Station
Inglewood Transit Connector Alignment
Market Street Alternative Alignment
Previous Site Investigation
1433 - Baseline Consultants, 1982
AP-File No. Reference
Alquist-Priolo Fault Hazard Zone
Proposed Support Facility
Fault (Poland et al 1959)
Alquist-Priolo Fault
Area of Current Ram's Stadium Development (Site-specific seismic analysis expected to have been performed, but not available at this time)

Note - Faults dashed where approximate, queried where uncertain.
Alquist-Priolo data sourced from DOC, CGS.

1,000 500 0 1,000 Feet

Previous Fault Hazard Investigations Map

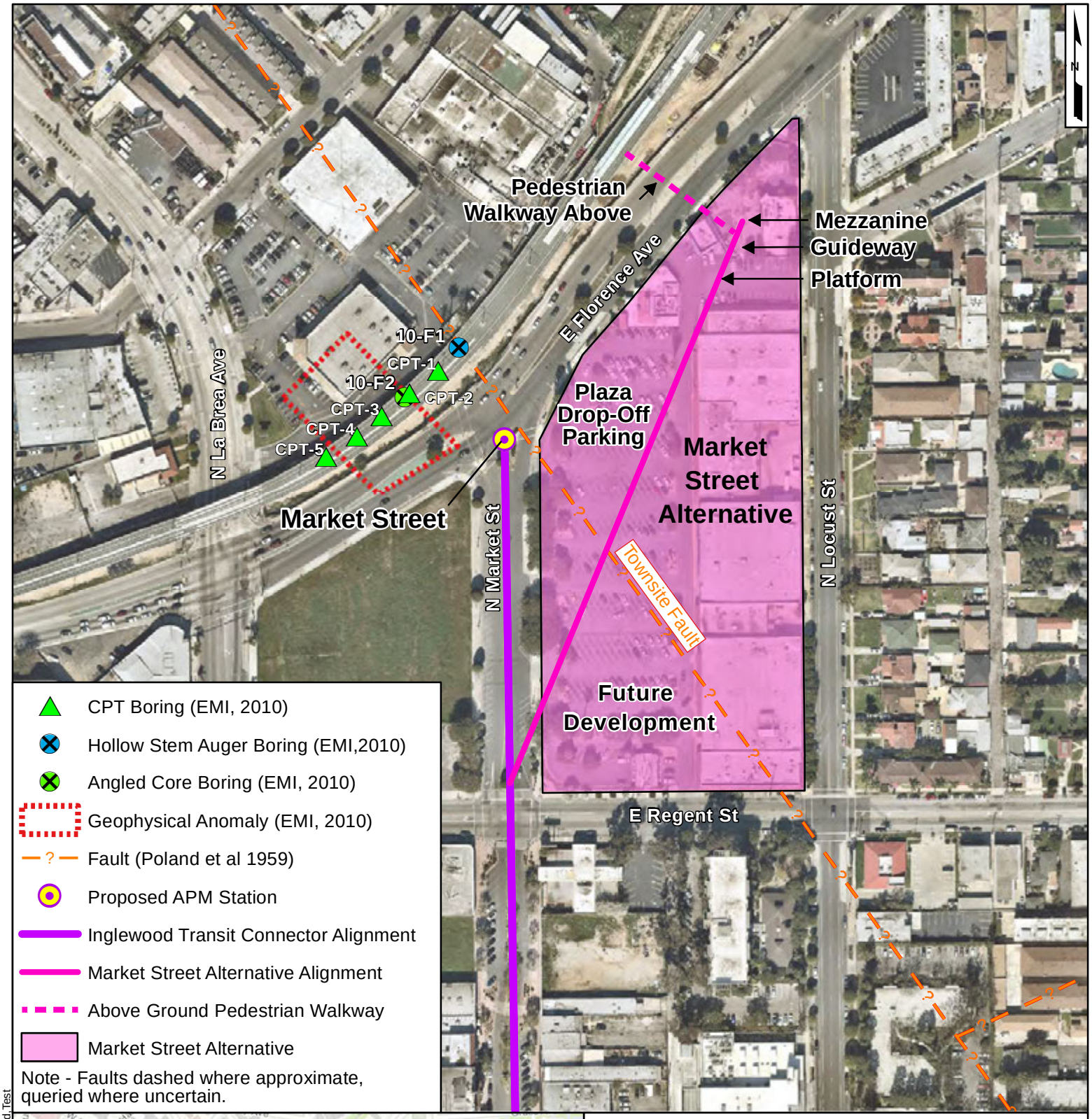
Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 4

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Market Street Alternative

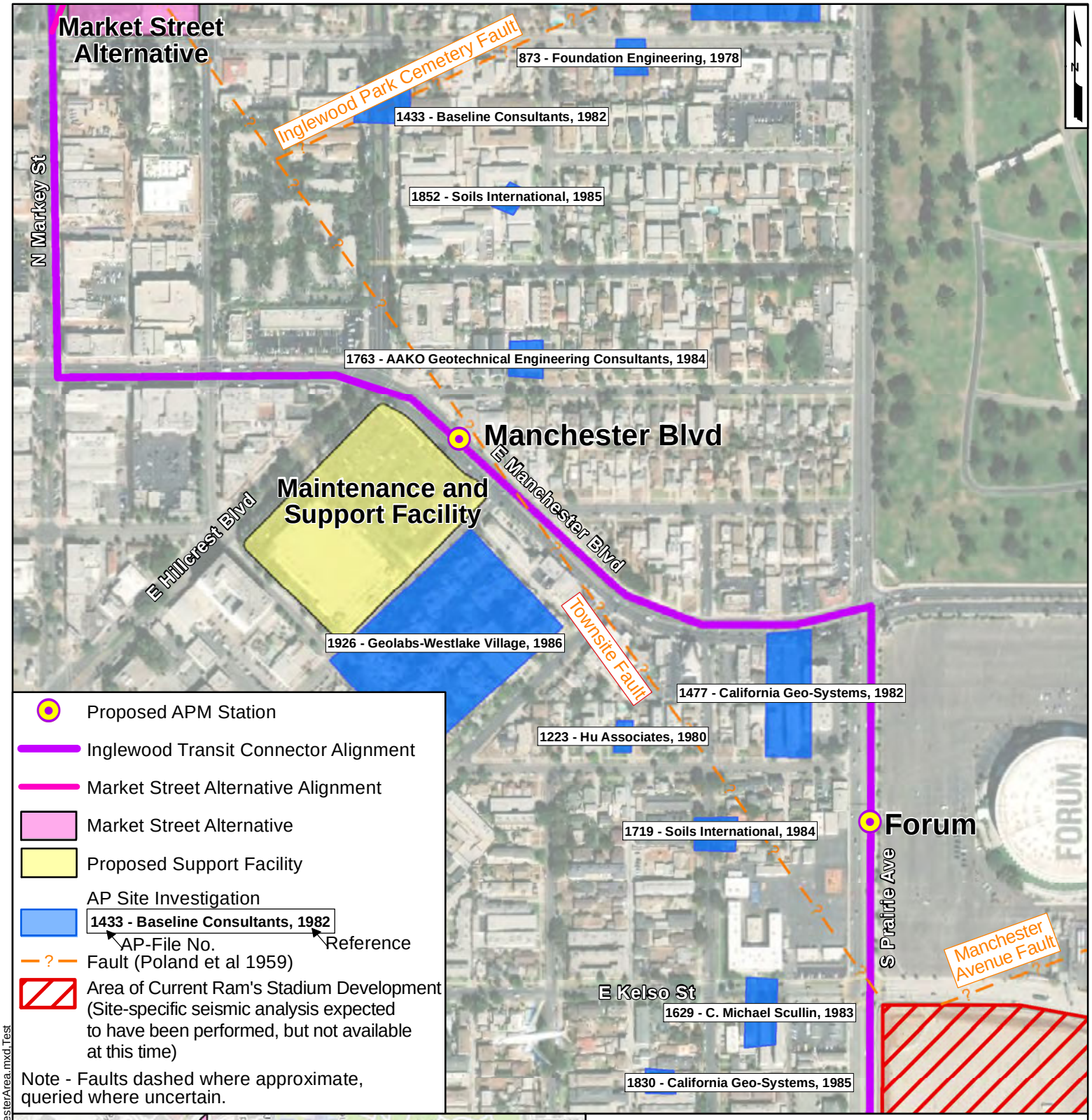
Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 5

P:\GIS_SanDiego\01\HPA1043\InglewoodNorthMarketSt.mxd Test



Townsite Fault

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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San Diego | September 2019

Figure 5a

P:\GIS_SanDiego\01\HPA1043\Inglewood1959FaultsManchesterArea.mxd,Test

APPENDIX 4.6.2

Seismic Design Criteria

Prepared for:



Pacifica Services, Inc.
106 South Mentor Avenue, Suite 200
Pasadena, California 91106

DEVELOPMENT OF SEISMIC DESIGN CRITERIA IN SUPPORT OF DRAFT EIR

INGLEWOOD TRANSIT CONNECTOR PROJECT

INGLEWOOD, CALIFORNIA

Prepared by:



65 North Raymond Avenue, Suite 200
Pasadena, California 91103

Project Number HPA1043-05

26 June 2019

Geosyntec
consultants

DEVELOPMENT OF SEISMIC DESIGN CRITERIA IN SUPPORT OF DRAFT EIR

Inglewood Transit Connector Project
Inglewood, California

This report was prepared under the supervision
and direction of the undersigned.

Prepared by:

Geosyntec Consultants, Inc.

2100 Main Street, Suite 150
Huntington Beach, CA 92648



Glenn Rix, Ph.D.
Senior Principal

Chris Conkle, P.E., G.E.
Senior Engineer

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3.3 Probabilistic Seismic Hazard Spectra 6
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Appendix A: Metro Supplemental Seismic Design Criteria

1. INTRODUCTION

This summary report has been prepared by Geosyntec Consultants, Inc. (Geosyntec) for Pacifica Services, Inc. (Pacifica) to present the findings of a desktop-level evaluation of appropriate seismic design criteria and preliminary estimation of corresponding design response spectra in support of the Draft Environmental Impact Report (EIR) for the proposed Inglewood Transit Connector Project (the ITC; Project) in Inglewood, California. This report was prepared by Dr. Glenn J. Rix and reviewed by Mr. Christopher Conkle, P.E., G.E., of Geosyntec, in accordance with the peer review policy of the firm.

1.1 Project Description

The City of Inglewood (City) is in the process of developing an automated people mover system (APM) titled the Inglewood Transit Connector (the ITC) project that would provide a transit connection from downtown Inglewood and the Metro Crenshaw/LAX line to the City's major activity centers, including the Forum, the Los Angeles Stadium and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC).

Pacifica Services, Inc. (prime contractor with the City) team is preparing an EIR under the requirements of the California Environmental Quality Act (CEQA) to support the Project.

Per the ITC Project Initial Study, released in July 2018, the Project will consist of an elevated APM system. The length of the proposed APM system is approximately 1.8 miles, extending southward from the Market Street/Metro Crenshaw Line connection along South Market Street, continuing eastward along East Manchester Boulevard, southward along North Prairie Avenue, and terminating at the intersection of West Century Boulevard and Prairie Avenue located adjacent to the LASED and IBEC (Figure 1). In addition to dual aerial guideways, the project will also consist of five APM Stations (ICS), a Maintenance and Storage Facility (MSF) and an Intermodal Transportation Facility (ITF). Potential locations of these facilities are shown on Figure 1.

An alternative to the base project description is also being considered which relates to a parcel at the southeastern corner of Market Street and Florence Avenue. This alternative is referred to as the "Market Street Alternative." At the location identified in Figure 1, the Market Street Alternative would include an alternate guideway alignment near the northern terminal of the line, a pedestrian walkway connecting to the Metro Florence/ La Brea Station, an above-ground mezzanine, vehicle parking, and potentially commercial and residential development. A combined evaluation of both the base Project and Market Street Alternative is presented in this report.

CEQA Guidelines indicate that a project would be impacted by a seismic event if it were to "expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving strong seismic ground shaking." Southern California is a seismically active region with numerous faults capable of causing strong seismic ground shaking at the site. This is a potentially significant impact requiring mitigation.

1.2 Objective and Scope of Services

The objective of this desktop-level evaluation was to provide information regarding the appropriate seismic design criteria for the Project, along with a preliminary evaluation of the corresponding ground shaking intensities. This evaluation is not intended to replace a site-specific seismic hazard evaluation in support of detailed engineering design for the Project.

Professional services in support of this Project were performed in accordance with our approved proposal, dated 21 September 2018. The scope of services included the following:

- Review applicable guidance;
- Develop seismic design criteria and design response spectra; and
- Preparation of this report.

2. DISCUSSION OF APPLICABLE SEISMIC DESIGN STANDARDS

2.1 Review of Seismic Design Standards

To identify appropriate seismic design standards for the project, the following design standards were reviewed as part of the preparation of this report.

1. California Building Code (CBC), 2016, Title 24, Part 2, Volumes 1 and II; California Building Standards Commission and International Code Council. (Including local amendments and guidelines) [CBC, 2016].

2. American Society of Civil Engineers, Structural Engineering Institute (ASCE/SEI), 2017; Minimum Design Loads and Associated Criteria for Buildings and other Structures, ASCE/SEI 7-16, (including errata)

3. Caltrans Seismic Design Criteria (SDC), Version 1.7, April 2013

4. American Association of State Highway and Transportation Official (AASHTO) Load and Resistance Factor Design (LRFD) Bridge Design Specifications, 8th Edition, November 2017 with California Amendments.

5. AASHTO Guide Specifications for LRFD Seismic Bridge Design, 2nd Edition with 2015 Interim Revisions.

6. Metro Supplemental Seismic Design Criteria (MSSDC), Revision 4. [Metro, 2012]

2.2 Selection of Metro Supplemental Seismic Design Criteria

After review of applicable guidance with respect to development of seismic design criteria and selection of design ground motions, the approach recommended in the MSSDC, Revision 4 [Metro, 2012] or the most current version of this guidance available at the time of the design is recommended for adoption by the Project. This document, referred to as MSSDC, is included as Appendix A. The MSSDC has been developed for use in the local area on projects similar to the ITC and provides a consistent framework for evaluating both planned aerial structures as well as ancillary surface facilities. It is thus recommended as an appropriate basis for design of this Project.

2.3 Recommended Two-Level Ground Motion Approach

The MSSDC seismic design criteria is a probabilistic design approach with two levels and an assumed design life of 100 years as follows per Metro (2012):

1. "An operating design earthquake (ODE) defined as an earthquake event likely to occur only once in the design life."

2. "A maximum design earthquake (MDE) defined as an earthquake event with a low probability of occurring in the design life."

The probabilistic seismic ground motion criteria associated with each level are as follows:

- ODE: 50% probability of exceedance in 100 years (144-year return period); and
- MDE: 4% probability of exceedance in 100 years (2,475-year return period).

For the assumed 100-year design life of the ITC, the MDE approximately represents the return period used to design new buildings and is similar to ground motion return periods selected for other similar recent transit projects. The ODE is similar to the operations-level design used for various recent transit projects. Further rational for the Metro's adoption of this two-level policy may be found in Section 1.2 of the MSSDC.

2.4 Design Objectives

The objectives in selecting the design criteria are outline in Section 1.3.2 of the MSSDC and are shared by the ITC Project. These objectives are summarized as follows [Metro, 2012]:

- ODE: "structures should be designed to respond without significant structural damage, the low level of damage that may occur shall be repairable during normal operating hours."

- MDE: "the structure should be designed to survive the deformation imposed, avoid major failure, and maintain life safety. The objective is to provide adequate strength and ductility to prevent collapse of the structure. The extent of the structure damage should be limited to what is visible and repairable."

The ITC Project will consist of bridge structures supporting aerial guideways as well as ancillary surface facilities. The following are special considerations related to each of these project elements. These criteria are summarized in Table 1.

Aerial Guideways and Bridges

Per Metro (2012), for "bridges and aerial guideways, the design shall not result in less seismic performance capability than that required by Caltrans." As such, ground motions developed for the ITC Project in accordance with the MDE level should be compared to

the Caltrans design spectrum per Caltrans SDC, Version 1.7, April 2013, and the more critical design load should govern.

Ancillary Surface Facilities

Per Metro (2012), ancillary surface facilities, such as the planned stations, the MSF, and the ITF may be "subject to both the code forces normally applied to surface buildings [CBC, 2016] as well as those being applied to the transit guideways. Whichever code applies the most critical set of requirements shall apply to the design."

Elements of the proposed Project, including ITC-related buildings and the potential commercial/residential development as part of the Market Street Alternative will be subject to review by the local building official, in this case, the City. As such, ground motions developed for the ITC Project in accordance with the MDE level should be compared to the CBC 2016, Title 24, Part 2, Volumes 1 and II, and the more critical design load should govern. In the case where commercial/residential structures are unrelated to or not connected to the ITC guideway or support buildings directly, the use of CBC 2016 design response spectra may be an appropriate basis for design at the discretion of the design engineer.

3. DEVELOPMENT OF DESIGN RESPONSE SPECTRA

3.1 Introduction

Based on the seismic design criteria discussed, corresponding design response spectra were developed for the aerial guideway structures and the building structures and ancillary surface facilities. The development of these response spectra was based on mapped values of ground motion for firm-ground site conditions. These ground motions were adjusted for near-fault effects, basin amplification, and local site effects.

The following sections describe the process for the development of these elements for each of the relevant ground motion criteria.

3.2 Site Conditions

The Project is located within the Inglewood quadrangle as shown in Figure 2 [CDMG, 2006]. The proposed APM system and MSF are located within a surface geologic unit designated as "older alluvium (Qoa)," which is described as stiff to hard clay and medium dense to very dense sand, silty sand, clayey sand, and silt.

Figure 3 shows the distribution of the mean of the time-averaged shear wave velocity within the upper 30 meters (Vs30_mean) in the areas surrounding the ITC [CGS, 2019]. As indicated in the figure, the Vs30_mean along the alignment of the proposed APM system and MSF is 386.6 m/sec. Soils with this value of Vs30 are generally considered to be "very dense soil and soft rock," which is consistent with the description of the Qoa surface geologic unit above.

3.3 Probabilistic Seismic Hazard Spectra

Brief summaries are provided below of the methodology used to develop the design spectra based on the MSSDC, Caltrans SDC, and CBC.

3.3.1 Metro Supplemental Seismic Design Criteria

Although the MSSDC references the 2008 version of the U.S. Geological Survey National Seismic Hazard Maps, this version is considered obsolete as of the date of this report. Instead, Geosyntec used current versions of the seismic source characterization (SSC) and ground motion characterization (GMC) to develop probabilistic design spectra for the ODE and MDE. The SSC is based on the Uniform California Earthquake Rupture Forecast Version 3.0 [UCERF3, Field et al., 2013]. UCERF3 is a joint undertaking of the U.S. Geological Survey (USGS), the California Geological Survey (CGS), and the Southern California Earthquake Center (SCEC), with support from the California

Earthquake Authority (CEA). The GMC is based on the Next Generation Attenuation (NGA) West-2 ground motion prediction equations (GMPEs). The four GMPEs used along with their associated weights are as follows:

1. Abrahamson, Silva, and Kamai (0.25);
2. Boore, Stewart, Seyhan, and Atkinson (0.25);
3. Campbell and Bozorgnia (0.25); and
4. Chiou and Youngs (0.25).

Kamai and Abrahamson (2015) have determined that no corrections to spectral parameters to account for near-fault effects are necessary for NGA West-2 GMPEs.

The design response spectral values were obtained from the *OpenSHA Hazard Spectrum Calculator v.1.4.0* [Field et al., 2003] using the mean UCERF3 earthquake-rate model. Basin effects were included by specifying the depths to V_s = 1.0 km/s and 2.5 km/s of 563 m and 3.41 km, respectively, for use in the GMPEs.

3.3.2 Caltrans Seismic Design Criteria

The Caltrans response spectra were calculated using the Caltrans ARS Online tool Version 2.3.09. This web-based tool calculates both deterministic and probabilistic acceleration response spectra for any location in California based on criteria provided in Appendix B of Caltrans Seismic Design Criteria. The deterministic spectrum is determined as the average of median response spectra calculated using the Campbell-Bozorgnia (2008) and Chiou-Youngs (2008) GMPEs developed under the NGA project coordinated through the PEER-Lifelines program. These equations are applied to all faults considered to be active in the last 750,000 years (late-Quaternary age) that can produce a moment magnitude earthquake of 6.0 or greater. The probabilistic spectrum is obtained from the USGS (2008) National Hazard Map for 5% probability of exceedance in 50 years. Caltrans design spectrum is based on the larger of the deterministic and probabilistic spectral values. Both the deterministic and probabilistic spectra account for soil effects through incorporation of the parameter Vs30.

3.3.3 California Building Code 2016

The design response spectrum corresponding to the CBC 2016 was calculated using the online tool provided by the Structural Engineers Association of California (SEAOC) and California Office of Statewide Health Planning and Development (OSHPD). The calculations are based on ASCE/SEI 7-10 and assume Risk Category II structures. Site Class C was used based on the Vs30_mean presented above.

4. RECOMMENDED DESIGN RESPONSE SPECTRA

This section provides recommended response spectra for use in the ongoing planning process on the ITC Project. To facilitate the development of these recommended spectra, the Project alignment was divided in five segments, each surrounding a planned station along the Project alignment as identified in Figure 1. The response spectra provided should be considered applicable for both aerial guideway and ancillary structures within each segment under the base Project as well as for the elements of the Market Street Alternative.

As part of the development of recommended design response spectra for the Project, an evaluation was conducted of the relative seismic hazard and nature of site conditions in each segment based on available information. The objective of this evaluation was to assess whether it would be appropriate to develop a single set of design response spectra to conservatively represent hazards to each segment of the project. The use of a single, conservative spectra is appropriate for the purposes of this study. Based on these evaluations and due to the similarity of the site conditions (Vs30_mean) and seismic hazard over the entire footprint of the project, the development of a single set of spectra using coordinates in the central portion of the project as representative was judged appropriate.

The coordinates of the center of Segment 3 (labelled as Center of Segment 3 in Figure 1) were considered to be representative of the entire project area. The corresponding latitude and longitude are 33.959 degrees and -118.344 degrees, respectively. Figure 4 shows the results for the MSSDC (i.e., UCERF3/NGAWest2), Caltrans deterministic, Caltrans probabilistic, and CBC 2016 design spectra. These spectra are summarized in Table 2.

Note that there are three Caltrans deterministic spectra corresponding to the Newport Inglewood Fault (A), Compton Fault (B), and Puente Hills Fault (C). The MDE design response spectrum exceeds the Caltrans and CBC 2016 spectra.

This assessment of seismic hazard should be implemented in conjunction with the design approaches contained in Chapter 3, Part A of Supplementary Seismic Design Criteria (Metro, 2012) for Aerial Guideways and Bridges and the applicable section of CBC 2016 for ancillary structures.

5. LIMITATIONS

The conclusions, recommendations, and opinions made herein assume that subsurface conditions do not deviate appreciably from those found during the referenced previous investigations by others. This report has been prepared in accordance with current practices and the standard of care exercised by scientists and engineers performing similar tasks in this area. The conclusions contained in this report are based solely on the analysis of the conditions reviewed by Geosyntec personnel. We cannot make any assurances concerning the completeness of the data performed by others. This evaluation is not intended to replace site-specific geologic investigation in support of detailed engineering design for the Project.

No warranty, expressed or implied, is made regarding the professional opinions expressed in this report. If actual conditions are found to differ from those described in the report, or if new information regarding the site is obtained, Geosyntec should be notified and additional recommendations, if required, will be provided. Geosyntec is not liable for any use of the information contained in this report by persons other than Pacifica Services, Inc., or their subconsultants, or the use of information in this report for any purposes other than referenced in this report without the expressed, written consent of Geosyntec.

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TABLES

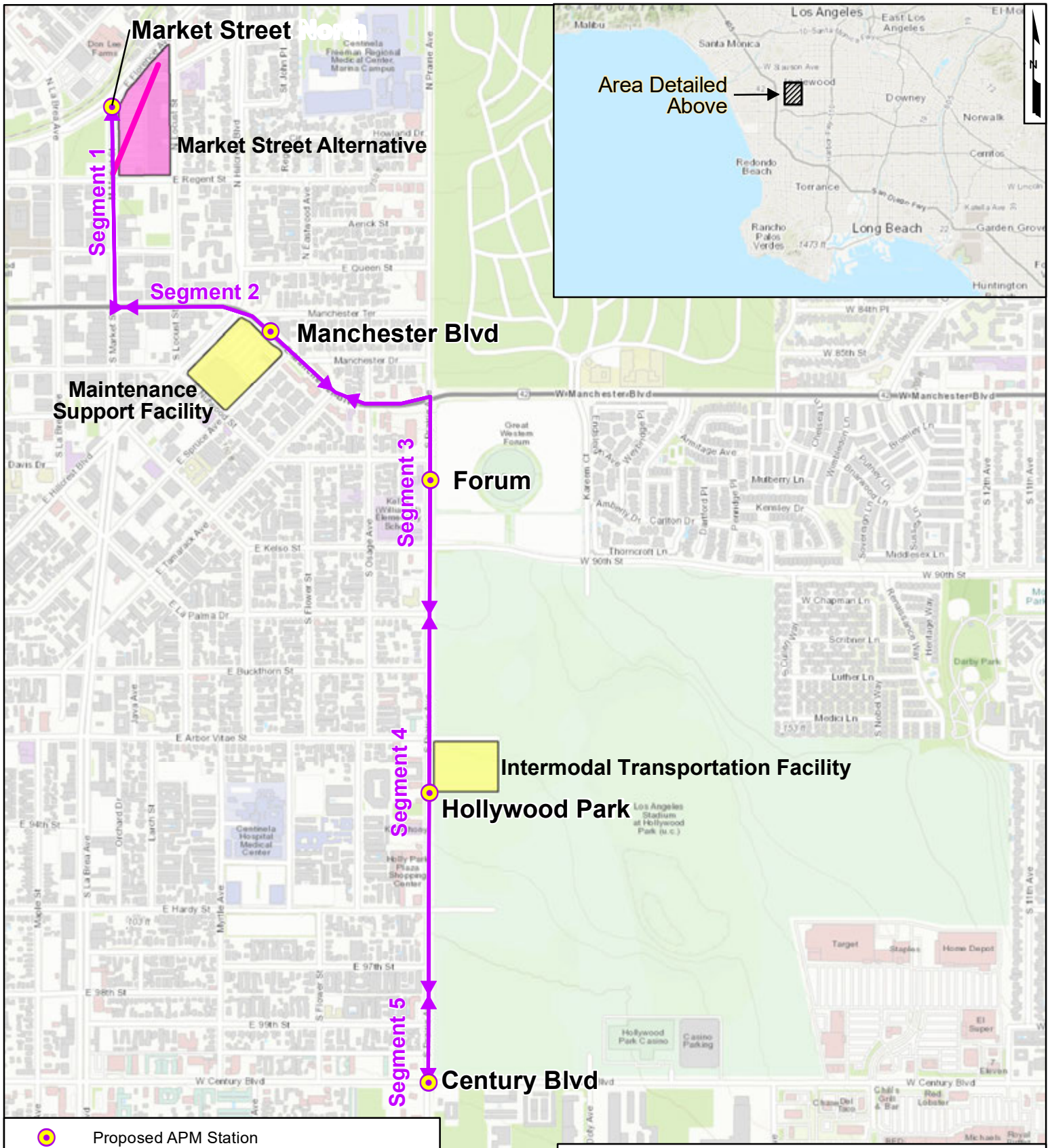
Table 1: Summary of Seismic Design Criteria

		Design Criteria	
		Operating Design Earthquake (ODE)	**Maximum Design Earthquake (MDE)**
Design Objective		"Structures should be designed to respond without significant structural damage, the low level of damage that may occur shall be repairable during normal operating hours."	"Structures should be designed to survive the deformation imposed, avoid major failure, and maintain life safety. The objective is to provide adequate strength and ductility to prevent collapse of the structure. The extent of the structure damage should be limited to what is visible and repairable."
Project Elements	Aerial Guideways and Bridges	144-year return period event	2,475-year return period event, compare to Caltrans seismic design criteria and apply the more critical design load.
	Ancillary Surface Facilities	144-year return period event	2,475-year return period event, compare to the applicable CBC 2016 loading and apply the more critical design load.

Table 2: Summary of Recommended Response Spectra

Spectrum	Spectral Acceleration at Identified Period (g)									
	0.01 (PGA)	**0.1**	**0.2**	**0.3**	**0.5**	**1.0**	**2.0**	**3.0**	**4.0**	**5.0**
ODE	0.31	0.61	0.76	0.72	0.55	0.29	0.13	0.08	0.06	0.04
MDE	0.95	1.78	2.67	2.39	2.02	1.23	0.56	0.35	0.24	0.18
Caltrans Deterministic A	0.55	0.89	1.14	1.18	1.14	0.96	0.49	0.30	0.21	0.16
Caltrans Deterministic B	0.53	0.93	1.16	1.11	0.96	0.67	0.25	0.12	0.07	0.06
Caltrans Deterministic C	0.42	0.73	0.92	0.89	0.78	0.57	0.23	0.13	0.09	0.07
Caltrans Probabilistic (5%/50 years)	0.56	1.05	1.23	1.23	1.05	0.79	0.39	0.24	0.17	0.14
CBC 2016	0.54	1.17	1.17	1.17	1.11	0.56	0.28	0.19	0.14	0.11

FIGURES

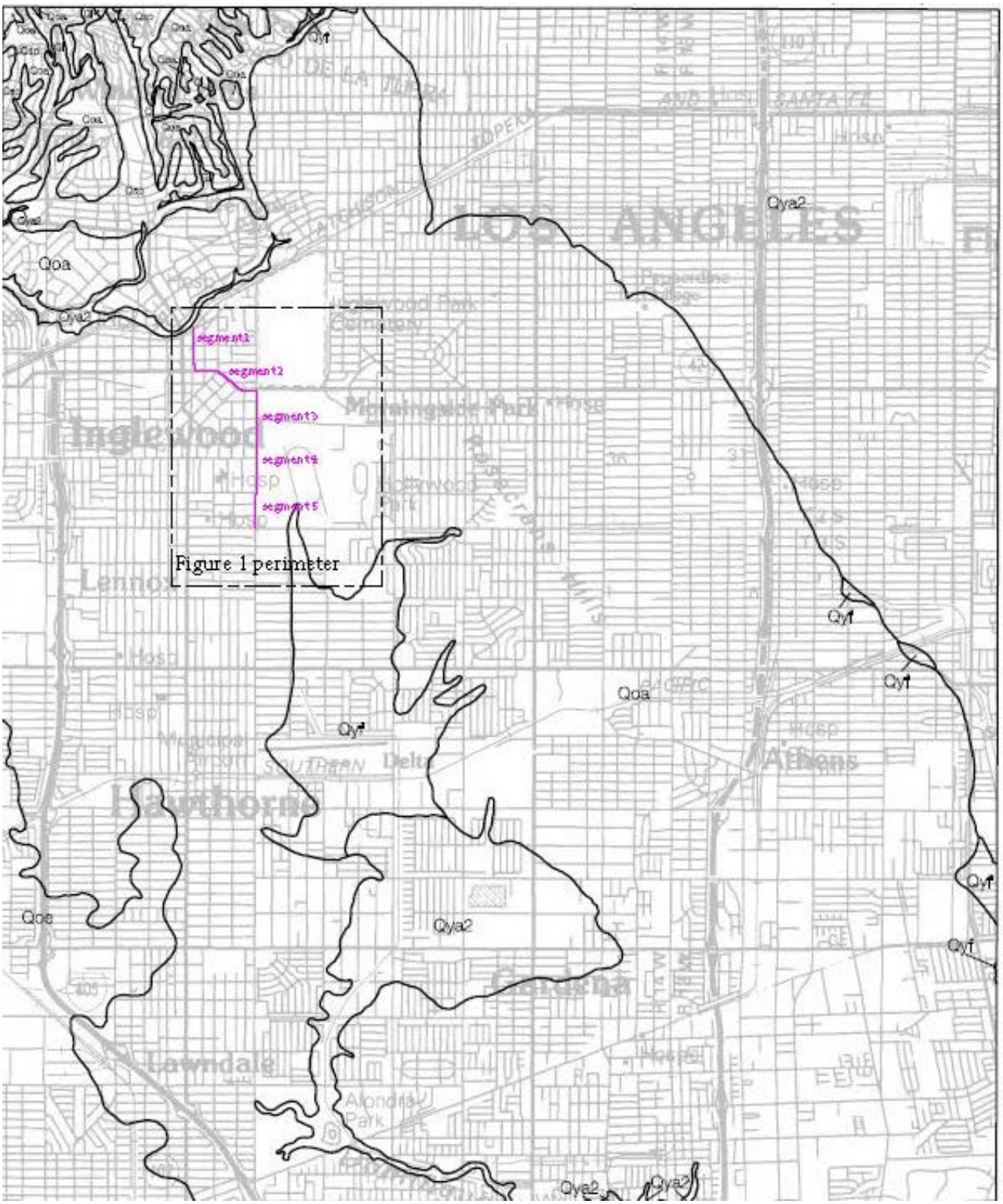


Site Location

Development of Seismic Hazard Design Criteria
Inglewood Transit Connector Project
Inglewood, California

Geosyntec consultants

Pasadena	June 2019	Figure 1



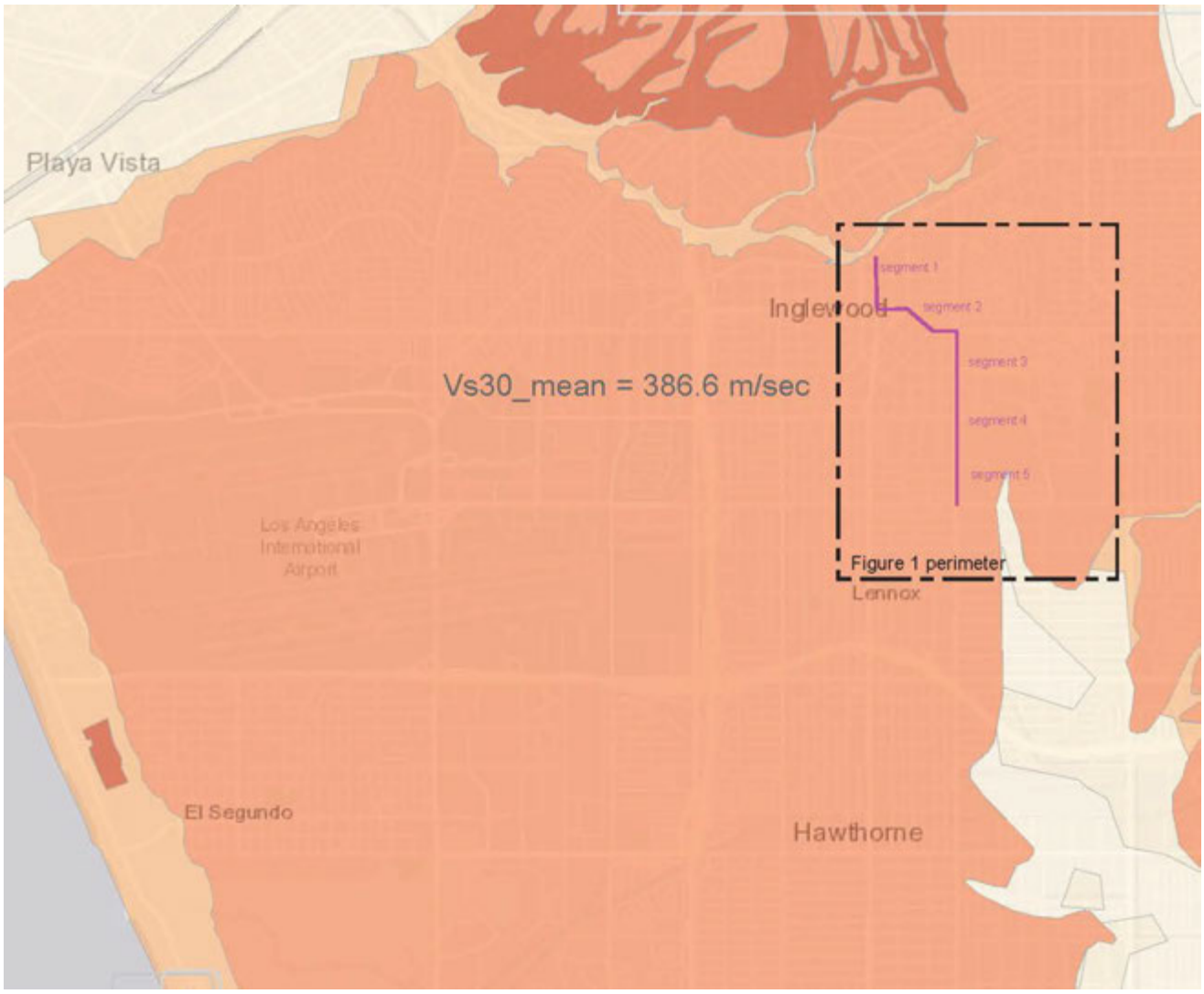
Inglewood Quad Geologic Map (CDMG, 2016)
Development of Seismic Hazard Design Criteria
Inglewood Transit Connector Project

Geosyntec consultants

Figure **2**

HPA1043 | June 2019

OCSD-8x11NP4-With Scale and North Arrow.docx



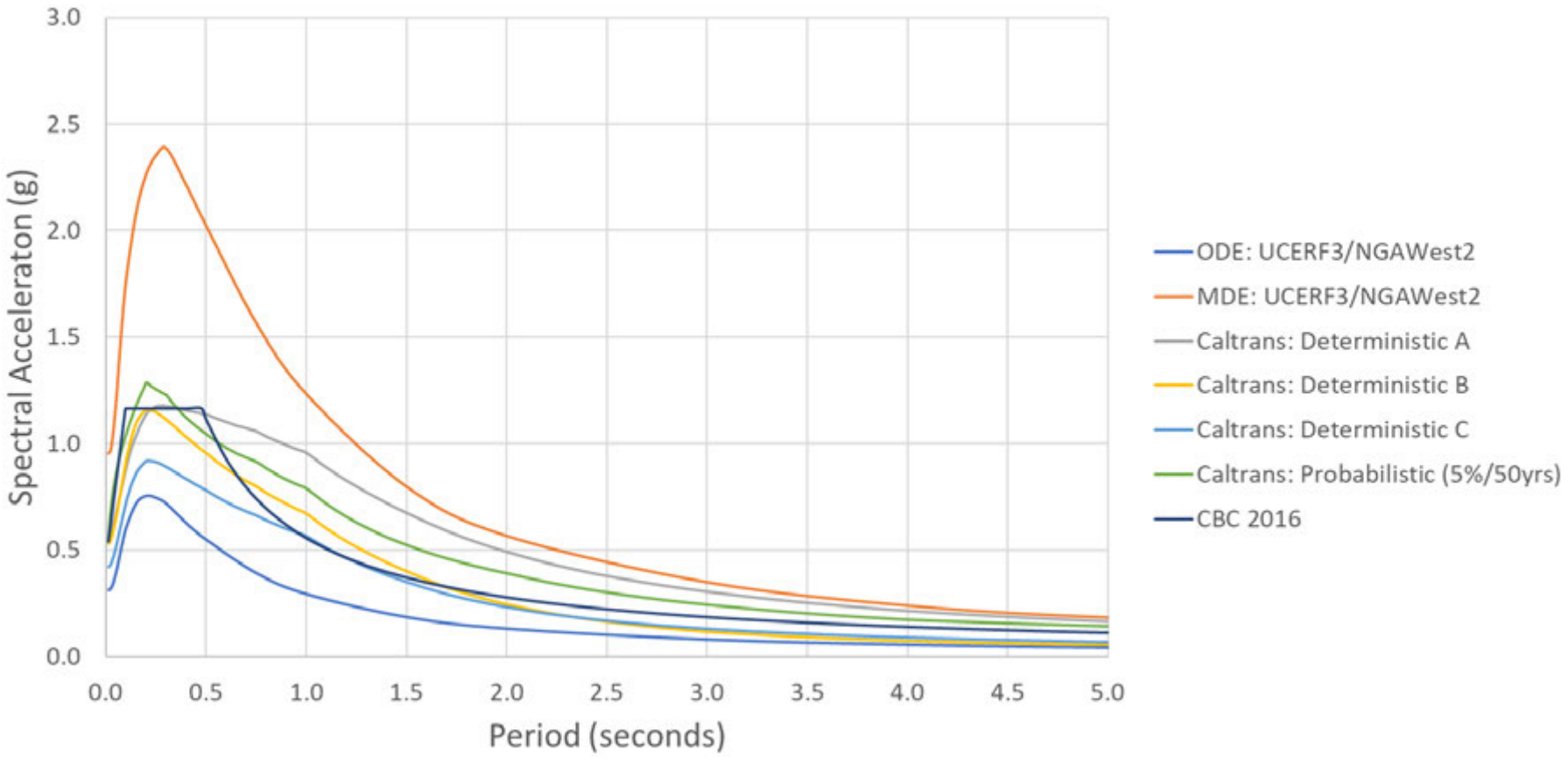
Mean Vs30 (from CGS, 2019)
Development of Seismic Hazard Design Criteria
Inglewood Transit Connector Project

Geosyntec consultants

Figure **3**

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Design Response Spectra
Development of Seismic Hazard
Design Criteria
Inglewood Transit Connector Project

Geosyntec consultants

Figure 4

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APPENDIX A

METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA

APPENDIX A

METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA

METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA
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CHAPTER 1

INTRODUCTION

1 Introduction

This Seismic Design Criteria Revision updates the latest documents prepared in 2003 for Metro Gold Line Eastside Extension, and is compatible with the revision to the Metro Design Criteria Section 5 references to seismic design of structures, and provides an update to Section 5 Appendix Chapter 3 Part A for Aerial Guideways and Bridges, and the addition of Chapter 3 Part B for Underground Structures.

1.1 Background

In 1981, Southern California Rapid Transit District (SCRTD), the agency responsible for the design and construction of the Metro Rail project in Los Angeles retained Converse Consultants, the general geotechnical consultant and study team of special geotechnical experts to develop reasonable seismic design criteria for the proposed 18 mile segment of the project.

In May 1983, a report titled “Seismological Investigations & Design Criteria” was published. Part I of the report included a comprehensive review and evaluation of available geologic and seismologic information, determination of probable ground motion along the proposed route, estimation of representative 100 year probable and maximum credible ground motions and response spectra for the project. Part II of that report provides guidance and criteria to be used for seismic design. Appendix A, Part II of that report provides general discussion on the seismic design approach and philosophy, defines seismic classes, and details for the structural design. Appendix B of that report is titled “Commentary” and contains an expanded discussion of items covered in Appendix A.

In June 1984, Metro Rail Transit Consultants, general consultant to SCRTD, published “Supplemental Criteria for Seismic Design of Underground Structures”. This document has provided structural seismic design criteria for underground structures on past Metro Rail projects. Those criteria provide step by step procedures and figures to determine earthquake imposed deformations (racking) within different geologic units for Operating Design Earthquake (ODE), and Maximum Design earthquake (MDE) and structure mechanisms for the acceptable conditions during MDE.

The above referenced reports show commendable research and scholarship, which made them the “state of the art” for the seismic criteria for underground structures. The major principles espoused in these reports stood the test of the time and are used elsewhere around the world.

After the 1989 Whittier Narrows Earthquake and 1994 Northridge Earthquake, Engineering Management Consultants, general consultant to MTA, retained Woodward Clyde Consultants to prepare: 1) complete Probabilistic Seismic Hazard Analysis (PSHA) for each of the four planned Eastside stations and 2) develop representative response spectra based on PSHA results, for the Eastside Extension (The underground alignment which was subsequently abandoned). Woodward Clyde Consultants

recommended adopting racking and horizontal and vertical accelerations for ODE and MDE rather than using the figures from the earlier supplemental criteria. The recommendation to change the seismic criteria for underground stations was implemented by MTA in 1997.

In the preparation of the design-build performance specifications for the Metro Gold Line Eastside Extension produced Section 01152.05, Appendix A, Structural/Geotechnical Supplemental Criteria for Design of Aerial Structures and Bridges, and Appendix B, Structural/Geotechnical Underground structures. Updating the Metro Design Criteria Section 5 references to seismic design of structures, Section 5 Supplement A for aerial structures, and the addition of Supplement B for Underground structure are the current revisions described in the Metro Supplemental Seismic Design Criteria documented by this Report.

1.2 Two Level Approach to Seismic Design

The choice of the design ground motion level, whether based upon probabilistic or deterministic analysis, cannot be considered separately from the level of performance specified for the design event. Oftentimes, important facilities are designed for multiple performance levels (e.g., with a different ground motion level assigned to each performance level, a practice referred to as performance based design. Common performance levels used in design of transportation facilities include protection of life safety and maintenance of function after the event. A safety level design earthquake criteria (a “rare” earthquake) is routinely employed in seismic design. Keeping a facility functional after a more frequent earthquake adds another requirement to that of simply maintaining life safety, and is typically only required for important facilities.

Current AASHTO LRFD Design Specifications and Guide Specifications has no explicit requirements for checking bridge performance for more frequently occurring ground motions than those that occur every thousand years, on average. But many owners want to be assured that certain important bridges will be functional in frequently occurring earthquakes such as those with return periods of the order of a hundred years or so.

Since Metro Rail is a very important transit facility that requires substantial financial investment and has significant economic consequences if it fails, a two-level ground motion approach to seismic design similar to that outlined in Applied Technology Council/Multidisciplinary Center for Earthquake Engineering Research, 2003, *Recommended LRFD Guidelines for the Seismic Design of Highway Bridges* (ATC-49) is appropriate. The Maximum Design earthquake (MDE) and the Operating Design Earthquake (ODE) discussed below form the basis of the two-level ground motion approach adopted for the Metro Rail project.

The Maximum Design earthquake (MDE): The collapse or significant disruption of the Metro Rail system during or after a major seismic event could have catastrophic effects not only on the Metro Rail system itself but also on many other aspects including the potential disturbance to other surface structures above the collapsed underground tunnel structures and the direct and indirect business and social losses. Furthermore, the repair to or replacement of an underground structure (which forms a major portion of the Metro Rail system) is considerably more difficult and costly than that for surface structures such as buildings. Modern buildings are being designed to withstand seismic

ground motions with a return period of approximately 2,500 years. The risk for the Metro Rail structure collapse needs to be at least no greater than that for the buildings. Many recent transit and important transportation facilities have also adopted the 2,500-year criteria for the safety level ground motions, including the Seattle Sound Transit Bridges and Tunnels, the Seattle Alaskan Way Tunnels, the New York City Transit Bridge and Tunnels, and the New Jersey Transit (Bridges and Tunnels). Therefore the Metro Rail structures need to be designed to sustain seismic ground motions based on the 2,500-year criteria (i.e., 4% exceedance in 100 years). The Metro Rail structures should meet the life safety performance level (no collapse) discussed above. The service level would allow disruption to general traffic, but some limited access for light emergency vehicles should be available. Given the difficulty with abandoning or replacing a transit facility of this size and nature, a repairable damage level should be considered in lieu of "significant damage" sometimes used for other projects.

Operating Design Earthquake (ODE): In practice, where a lower level (more frequently occurring) earthquake is chosen to check functionality, the selected return period has varied from project to project, even within the same geographic region. In the west coast (e.g., cities in California and Seattle), a return period typically in the range of 100 to 150 years have been used for various transit projects (e.g., 108 years for the Seattle Alaskan Way Tunnel, and 150 years for the Seattle Sound Transit and the SF Central Subway). The lower-level design earthquake selected used for these projects is one that is expected to occur during the service life of the facility, typically based on a 50% chance of exceedance in the life of the facility. Since the design service life of the Metro Rail is 100 years, the corresponding return period for a 50% chance of exceedance is about 150 year. Therefore for the lower level design earthquake (i.e., the ODE) a return period of 150 years (50% probability of exceedance in 100 years) is selected for the Metro Rail project. One of the primary purposes in designing for the lower-level ground motions is to reduce the likelihood of future repair and maintenance costs by minimizing damage during more frequently occurring earthquakes. The service level requirement under the ODE is for the facility to be put back in service for general traffic immediately after a post-earthquake inspection. This applies not only to the structure but also to the mechanical systems needed for safe tunnel operation. The damage service level is none to minimal.

The procedures to develop the MDE and ODE ground motion criteria for Aerial and Underground Structures are described in Chapter 2.

1.3 Design Policies and Objectives

The criteria and codes specified herein shall govern all matters pertaining to the design of Metro owned facilities including bridges, aerial guideways, cut-and-cover subway structures, tunnels, passenger stations, earth-retaining structures, surface buildings, miscellaneous structures such as culverts, sound walls, and equipment enclosures, and other non structural and operationally critical components and facilities supported on or inside Metro structures. These criteria also establish the design parameters for temporary structures. The minimum design life objective for permanent structures designed to meet this criteria shall be 100 years.

These seismic criteria also apply to existing adjacent buildings, their foundations, and their utility services not owned by Metro, but that fall into the zone of influence of Metro's

temporary and permanent facilities being designed. Where cases of special designs are encountered that are not specifically covered by these criteria, the designer shall bring them to the attention of Metro to determine the technical source for the design criteria to be used.

1.3.1 Design Policy

Metro Rail projects are large-scale public projects in areas susceptible to major earthquakes. Earthquake initiated failures of associated structures and systems could lead to loss of life and/or major disruption of transportation systems.

The philosophy for earthquake design for these criteria is to provide a high level of assurance that the overall system will continue operating during and after an Operating Design Earthquake (ODE). Damage, if any, is expected to be minimal and to minimize the risk of derailment of a train on the bridge at the time of the ODE. Further, the system design will provide a high level of assurance that public safety will be maintained during and after a Maximum Design Earthquake (MDE).

1.3.2 Design Objectives

For the ODE, which may occur more than once during the normal 100 year life expectancy, the structure should be designed to respond without significant structural damage; the low level of damage that may occur shall be repairable during normal operating hours.

For the MDE, which has a low probability of being exceeded during the normal 100 year life expectancy, the structure should be designed to survive the deformation imposed, avoid major failure, and maintain life safety. The objective is to provide adequate strength and ductility to prevent collapse of the structure. The extent of the structural damage should be limited to what is visible and repairable.

Aerial Guideways and Bridges -- In the case of bridges and aerial guideways, the design shall not result in less seismic performance capability than that required by Caltrans. To substantiate that this necessity has been met, design check calculations using Caltrans criteria may be required. The foundations of bridge and aerial guideway associated structures shall be designed taking into account the effects of soil-structure interaction. The American Disabilities Act requirements between the vehicle floor and station platforms will be considered in the analysis of dead and live load deflections and camber growth. The full loads resulting from construction equipment and other temporary elements shall be applied unless otherwise allowed by Metro. Detailed Seismic Design Criteria are documented in Chapter 3, Part A.

Underground Guideway and Structures -- For the seismic design and analysis of underground tunnels and support spaces circular in section, the structures should be based primarily on the ground deformation as opposed to the inertial force approach. In cases where the underground structure is stiff relative to the surrounding ground, the effect of soil-structure interaction shall be taken into consideration. Other critical conditions requiring soil-structure interaction verification include the contiguous interface between flexible and rigid components or the interface of two different structures such as a tunnel and a station, a cross-passage or ventilation building, and a station and an

entrance, or a vent shaft. Detailed Seismic Design Criteria are documented in Chapter 3, Part B.

Ancillary Surface Facilities – Some ancillary facilities are subject to both the code forces normally applied to surface buildings as well as those being applied to the transit guideways. Whichever code applies the most critical set of requirements shall apply to the design.

1.3.3 Seismic Ground Motion Considerations

The methodology for development of seismic ground motion criteria for design of both Aerial and Underground Structures (reflecting both the ODE and MDE) is documented in Chapter 2. The criteria should be developed on a site specific basis and based on 2009 probabilistic seismic hazard analysis procedures documented by the USGS and Caltrans. The procedures incorporate the latest consensus on active fault magnitude and recurrence relationships in the Los Angeles region, and on recently developed ground motion attenuation relationships. Any departure from these procedures due to new developments must be approved by Metro. Design considerations related to fault displacement estimates are also addressed in Chapter 2.

1.4 The LRFD Philosophy

The Federal Highway Administration (FHWA) and the Nation's states have established a goal that LRFD standards be incorporated in all new designs after 2007. In addition, most non-highway codes and standards have already or are beginning to follow suit in a trend that is extremely unlikely to be reversed. The Seismic Design Criteria documented in Chapter 3 have adopted the LRFD Philosophy.

Working stress design (WSD) began to be adjusted in the early 1970s to reflect the variable predictability of certain load types, such as wind loads, through adjusting design factors. This design philosophy is referred to as load factor design (LFD). A further philosophical extension results from considering the variability in the properties of structural elements, in similar fashion to load variabilities. While considered to a limited extent in LFD, the design philosophy of load-and-resistance factor design (LRFD) takes variability in the behavior of structural elements into account in an explicit manner. LRFD relies on extensive use of statistical methods, but sets forth the results in a manner readily usable by bridge and aerial guideway designers and analysts.

Applying the concepts of LRFD leads to an AASHTO specified design life of 75 years. Design Life as used here means the period of time on which the statistical derivation of transient loads is based. With the additional seismic and other precautions taken with the aerial structures, and the mainly static forces applied to underground structures, the service life for structures carrying rail transit as designed under these criteria is 100 years.

LRFD employs specified Limit States to achieve the objectives of constructability, safety, and serviceability. A Limit State is defined as a condition beyond which a structure or structural component ceases to satisfy the provisions for which it was designed. The resistance of components and connections are determined, in many cases, on the basis of inelastic behavior, although the force effects are determined by using elastic analysis.

This inconsistency is common to most current specifications as a result of incomplete knowledge of inelastic structural action.

LRFD uses extreme event limit states to ensure the structural survival of structures during a major earthquake or flood, or when there is a potential collision by rail or rubber tired vehicles. Extreme Event Limit States are considered to be unique occurrences whose return period may be significantly greater that the design life of the bridge.

LRFD also classifies structures on the basis of operational importance. Such classification is based on the social-survival-and/or security-defense requirements. Metro is responsible for declaring a structure or structural component to be operationally important.

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3. Allen, T.M., “Development of Geotechnical Resistance Factors and Downdrag Load Factors for LRFD Foundation Strength Limit State Design, Publication No. FHWA-NHI-05-052. Federal Highway Administration, 2005.

4. Allen, T.M., A. Nowak, and R. Bathurst, “Calibration to Determine Load and Resistance Factors for Geotechnical and Structural Design,” TRB Circular E-C079, Transportation Research Board, Washington DC, 2005.

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CHAPTER 2

SEISMIC DESIGN GROUND MOTION CRITERIA

2.1 General

This Chapter describes the current Metro Seismic Design Ground Motion Criteria to be used for Aerial Guideways and Structures Chapter 3, Part A and for Underground Guideways and Structures Chapter 3, Part B. The Ground Motion Criteria replaces previous criteria used by Metro for projects as described in:

1. The "Supplemental Criteria for Seismic Design of Underground Structures" published in June 1984 by Metro Rail Transit Consultants.

2. The Section 5 Structural Supplement A "Ground Motion Response Spectra for Bridge and Elevated Structures Proposed Metro Rail Projects, Los Angeles County, California" prepared by Law/Crandall Inc, in 1994.

3. The 1997 Ground Motion Criteria developed for four stations for the Eastside Extension, prepared by Woodward Clyde Consultants.

4. The Structural/Geotechnical ground motion criteria prepared for Aerial Underground Structures (Appendices A and B) for the Eastside Extension design-build specifications.

Section 2.2 provides an overview of the Geologic and Seismic Environment related to existing or proposed Metro transportation alignments including descriptions of the regional stratigraphy, tectonics, historical seismicity, and principal active faults.

Section 2.3 describes the use of probabilistic seismic hazard analyses for the development of the site specific Operating Design Earthquake (ODE) and Maximum Design Earthquake (MDE) ground motion criteria for aerial and underground structures. Criteria development includes:

1. Determination of ground surface design spectra, and peak ground motion parameters for aerial structures.

2. Determination of design spectra at depths below underground structures for development of matching acceleration time histories.

3. Procedures for determining spectral matched acceleration time histories for analyses.

Section 2.4 discusses the evaluation of fault rupture potential and methods used to determine fault rupture characteristics and displacement estimates. Probabilistic methods for estimating fault displacements are also noted.

2.2 Geologic and Seismic Environment

2.2.1 Regional Stratigraphy

The existing and proposed Metro Transportation alignments traverse portions of four major physiographic features as shown in Figure 2-1, namely the Los Angeles Basin, the Santa Monica Mountains, the San Gabriel Valley, and the San Fernando Valley. The Los Angeles Basin, once a marine embayment, accumulated sediments eroded from surrounding highlands during the Miocene and Pleistocene epochs beginning about 25 million and one million years ago, respectively. Uplift of the Santa Monica Mountains provided much of the sediment filling the Basin. Volcanic activity also produced extensive accumulations of basalt in the Santa Monica Mountains during the Miocene epoch. The Los Angeles Basin and the San Fernando Valley were uplifted during the Pleistocene epoch. Rapid uplift and erosion was in early Pleistocene time, filling the Los Angeles Basin with about 1,300 feet of sandy sediments (San Pedro Formation). Holocene time (beginning with the last melting of the Ice Sheets 11,000 years ago) resulted in alluvium (coarse gravels and sands) being deposited in stream channels extending into the Los Angeles Basin. The San Fernando Valley has been filled with considerably thicker deposits of alluvial sediments than the northern part of the Los Angeles basin.

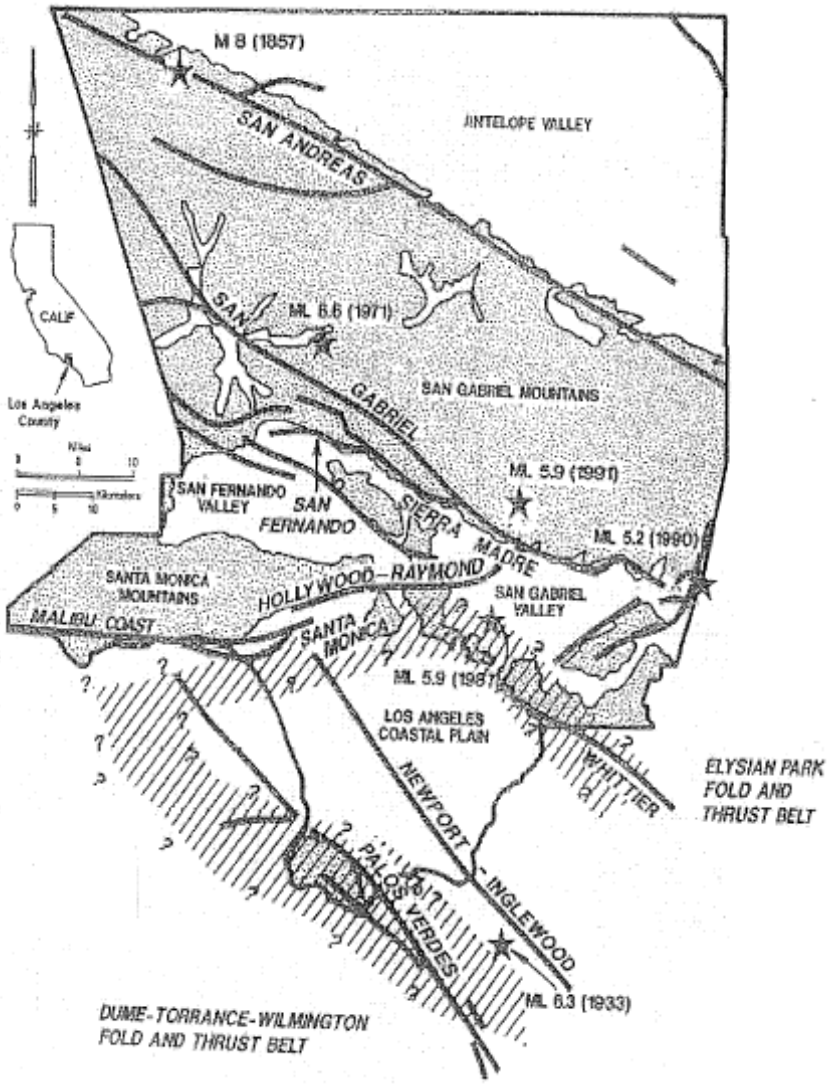


Figure 2-1 Location map of Los Angeles County showing physiographic provinces, selected faults and significant historic earthquakes. Fold and thrust belts shown from Hauksson (1990) represent potentially significant "blind" seismogenic sources. (After Gath, 1992)

Geologic units associated with existing or proposed tunnel alignments in order of increasing age, are shown in Table 2-1. With reference to this table, the geologic materials ranging from Alluvium through the Puente Formation can be regarded as being associated with soft ground or soft rock tunneling methods. The harder rock formations associated with the Topanga Formations and the granitic rocks encountered in the Santa Monica Mountains, require hard rock tunneling techniques.

Table 2-1 – Geologic Units Associated with Existing or Proposed Tunnel Alignments (after Converse et al. 1981)

Formation	Map Symbol	Description
Young Alluvium	(Qal)	Silt, sand, gravel, and boulders; chiefly unconsolidated (loose) and granular.
Old Alluvium	(Qalo)	Clay, silt, sand, and gravel; chiefly consolidated (stiff) and fine-grained.
San Pedro Formation	(Sp)	Sand; clean, relatively cohesionless; locally impregnated with oil or tar (Formation not exposed at surface on Geologic map).
Fernando Formation	(Tf)	Claystone, siltstone, sandstone; chiefly soft, stratified siltstone; local hard sandstone beds.
Puente Formation	(Tp)	Claystone, siltstone, sandstone; chiefly soft, stratified siltstone; local hard sandstone.
Topanga Formation	(Tt)	Siltstone, sandstone, conglomerate; chiefly hard, well cemented, massive sandstone; local soft, thin siltstone beds; includes some Cretaceous conglomerate and sandstone, undifferentiated beds.
Topanga Formation	(Tb)	Basalt; includes dolerite and andesitic basalt; non-columnar flows and intrusives; deeply weathered, soft crumbly at surface; hard, unweathered at depth.
Alluvial Fan	(Qf)	Silt, sand, gravel, and boulders; primarily semi-unconsolidated (dense) and granular.
Modelo Formation	(Tm)	Claystone, siltstone, sandstone; chiefly soft, diatomaceous stratified siltsone; local hard sandstone beds.
Granite	(Cg)	Chiefly granodiorites; deeply weathered, soft at surface; hard unweathered at depth.

The floor of the Basins are underlain by Quaternary-age sandy sediments with local silts, clays, and gravels. These generally can be subdivided into non-indurated loose Holocene-age sediments, and non-indurated, but denser, Pleistocene-age materials.

The uppermost Pleistocene materials are generally non marine deposits referred to as the Lakewood Formation which is on the order of 125,000 to 500,000 years old (California Department of Water Resources, 1961). These late- to middle-Pleistocene sediments overlie older, early-Pleistocene, marine sediments referred to as the San Pedro Formation which is more than 500,000 years old. The San Pedro Formation overlies marine Tertiary-age (> 2 million years) sediments and sedimentary rocks. These include the Pico, Repetto, Fernando, Puente, and Monterey formations. The Tertiary-age sediments and rocks, in turn, overlie Mesozoic-age (~100 million years) crystalline basement rocks at depths ranging from about 1,500 to 3,000 m west of the Newport-Inglewood Structural Zone (NISZ) to as much as 10,000 m in the deepest part of the central basin east of the NISZ (Yerkes et al., 1965). The basement west of the NISZ is

primarily metamorphic rock (schist) whereas the basement to the east includes both metamorphic and igneous rocks.

2.2.2 Regional Tectonics

Except for the Newport-Inglewood Structural Zone, most surface geological faults such as the Santa Monica, Hollywood, and Whittier faults occur along the Basin margins. In addition to these known surface faults, the Los Angeles region is underlain by subsurface thrust and reverse faults (commonly referred to as "blind" faults and shown approximately on Figure 2-1 as dashed lines). These are poorly understood features with poorly known locations and orientations. Most of the known subsurface faults underlie the higher-standing plains along the inland margin of the Basin, but others have been proposed (for example, the San Joaquin Hills thrust fault). Most large earthquakes associated with these subsurface features are most likely to originate at depths between 10 and 15 km. The 1987 Whittier earthquake occurred on one of these buried faults that dips northerly under the Repetto Hills and San Gabriel Basin.

The present tectonic regime appears to have been in place since middle Pleistocene time and the present-day configuration of the Los Angeles Basin would have been recognizable about 200,000 to 300,000 years ago. The greatest tectonic activity within late Pleistocene time has occurred primarily in proximity to the major surface faults such as the Palos Verdes, Malibu-Santa Monica-Hollywood, Newport-Inglewood, Whittier, and Sierra Madre faults. The subsurface thrust faults within the region have not been active enough to create similar prominent uplifts and only a few (e.g. Santa Fe Springs) even have subtle recognizable surface expression.

2.2.3 Regional Seismicity

The southern California area is seismically active as shown on the seismicity map of Figure 2-2. Additional seismicity information is provided in Figure 2-3, which shows some of the more notable earthquakes in the Los Angeles Basin. Seismicity in the Los Angeles Basin does not clearly correlate to surface faults. There is no concentration or clustering of earthquakes in the site region except perhaps along the NISZ where a series of aftershocks from the 1933 event are located. Ward (1994) suggested that as much as 40% of the tectonic strain in southern California is not released on known faults. Part of this difficulty is due to the fact that the Basin is underlain by the several poorly known blind thrust faults as noted above.

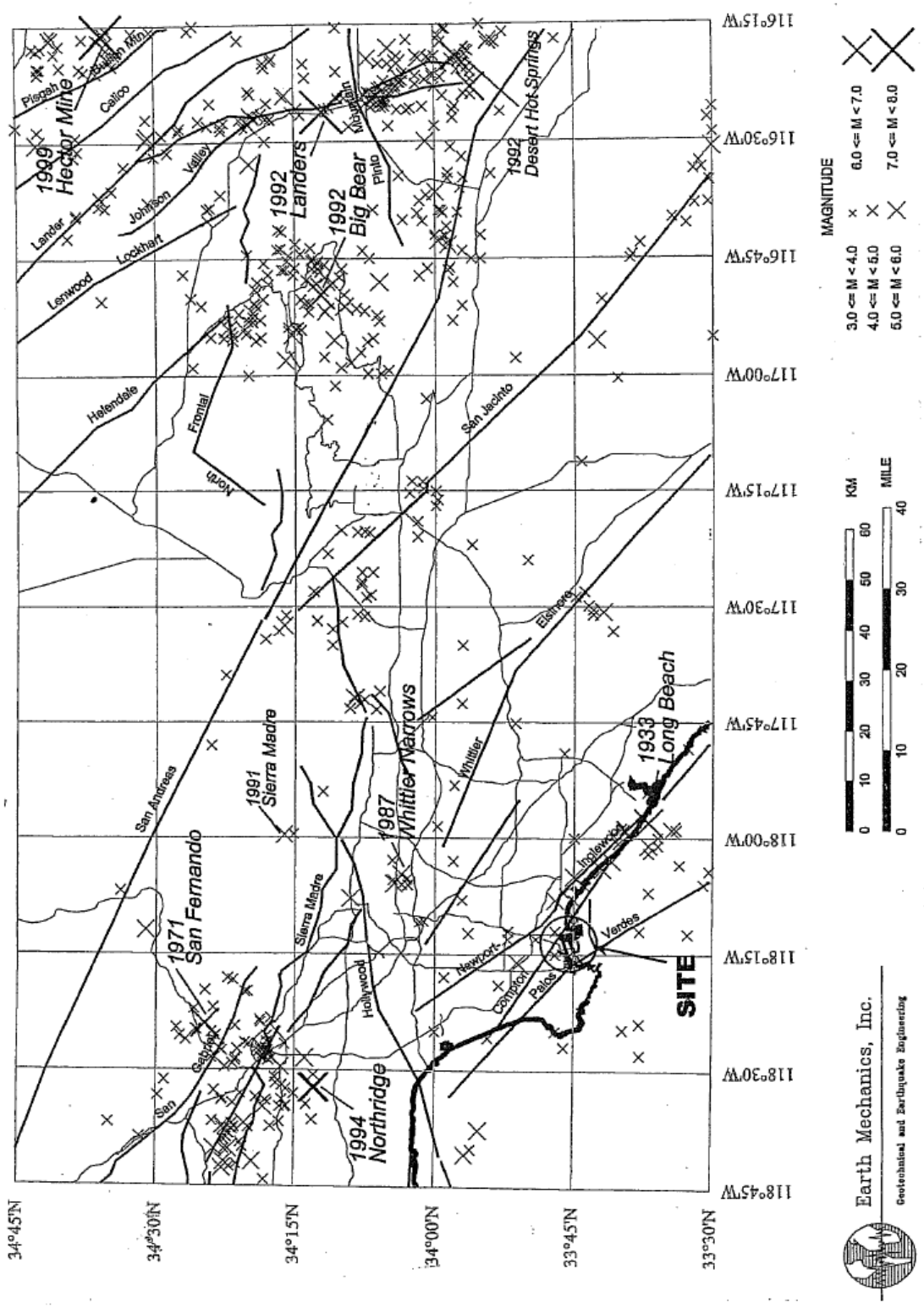
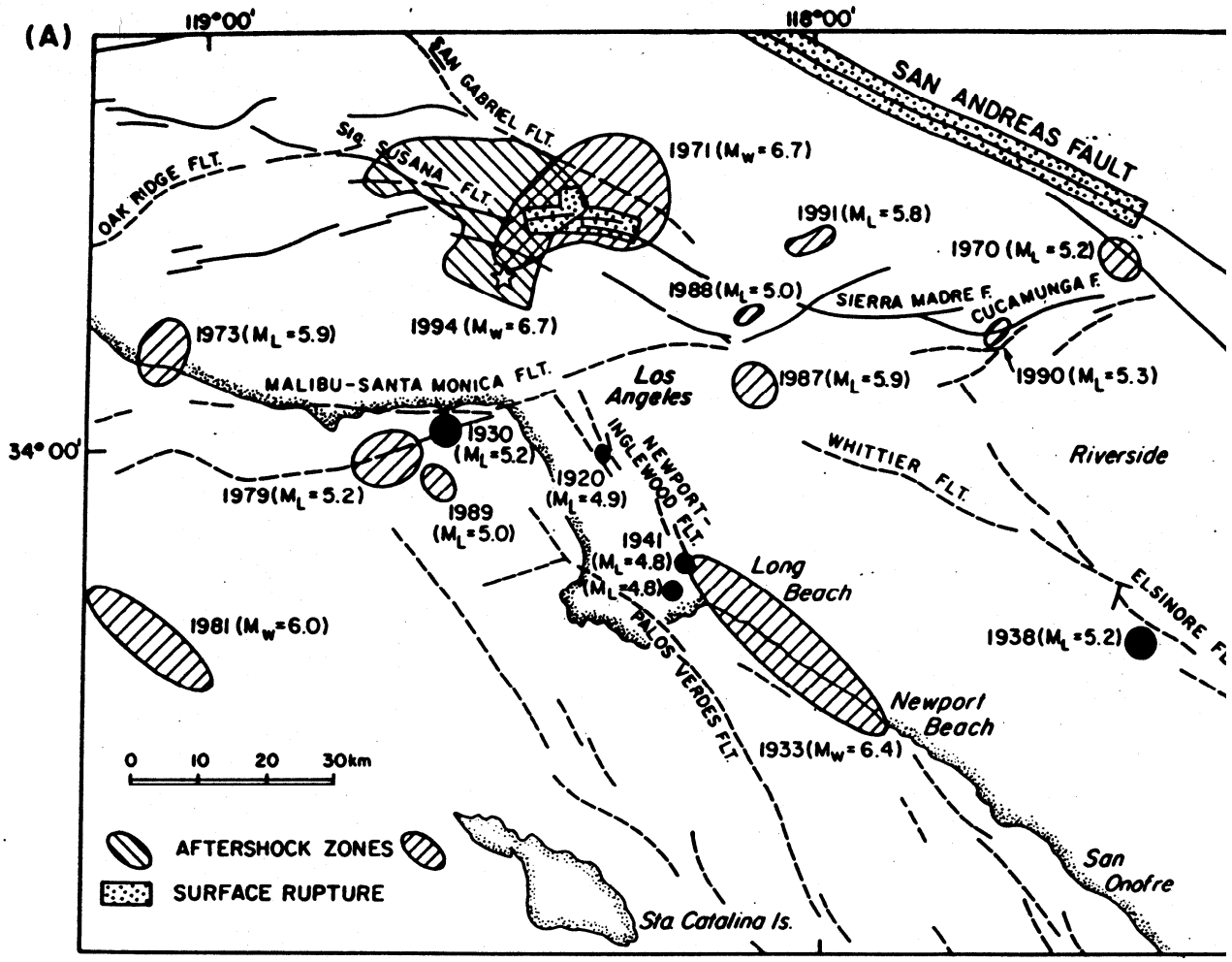


Figure 2-2 Seismicity Map



Note: Cross-hatched areas indicate aftershock zones (after Hauksson, 1995)

Figure 2-3 Significant Earthquakes in the Los Angeles Area

The largest historical earthquake within the Los Angeles Basin was the 1933 Long Beach earthquake of M_W = 6.4 (M_L = 6.3). The 1971 San Fernando (M_L = 6.4, M_W = 6.7) earthquake occurred outside of the basin along the northern margin of the San Fernando Valley within a zone of mapped surface faults of the Sierra Madre fault zone. The more-recent 1987 Whittier earthquake (M_L = 5.9, M_W = 5.9) and the 1994 Northridge (M_L = 6.4, M_W = 6.7) earthquakes occurred under the San Gabriel Valley and the San Fernando Valley, respectively, but were not associated with surface faults. In the offshore region, there have been no major earthquakes (M~7.0+) in historical times.

The 1933 Long Beach earthquake is generally believed to have been associated with the Newport-Inglewood Structural Zone (Benioff, 1938). This association was based on abundant ground failures along the trend but no unequivocal surface rupture was identified. Hauksson and Gross (1991) reevaluated the seismicity and relocated the 1933 earthquake to a depth of about 10 km below the Huntington Beach-Newport Beach city boundary.

Hauksson (1987, 1990) analyzed the historical seismicity of the Los Angeles Basin. Although several older events were included, the principal time frame of the earthquake record studied was from 1977 to 1989, only about 12 years. This is a short time relative to the geologic time scales that control crustal tectonic activity, and thus the results of the study must be used cautiously. Also, there were few moderate and no large events in this record. History has shown repeatedly that small earthquakes are not necessarily indicative of where larger events will occur and/or of the nature of the principal tectonic regime. Of 244 earthquake focal mechanisms, 59% were predominantly strike-slip, 32% were reverse, and the rest were normal-fault mechanisms. All of the events were widely distributed and intermixed, and patterns are ambiguous. A large proportion of the strike-slip events occurred along the NISZ but the distribution is generally loosely scattered. More of the reverse mechanisms occurred north of the latitude of Palos Verdes Hills than to the south but like the strike-slip events the pattern is loose and typified by widely scattered events. Most of the normal-fault mechanisms occurred in the offshore area, but several also occur along the NISZ.

In overview, both the earthquakes and the geologic structures in the Los Angeles Basin appear to characterize tectonic environments whereby the northernmost part of the Basin, adjacent to and including the Santa Monica Mountains, is primarily a contractional tectonic regime (thrust and reverse faulting); the middle part of the Basin (to about a line connecting the north side of the Palos Verdes Hills-Signal Hill-Peralta Hills is a mixture of contractional and transcurrent (transpressional) structures, and the southern part of the Basin is primarily a transcurrent regime (strike-slip faulting).

Without a history of repeated large earthquakes within the basin, it is difficult to characterize the maximum earthquake potential. Neither the 1971 San Fernando, the 1987 Whittier, nor the 1994 Northridge earthquakes occurred within the Los Angeles Basin. However, they occurred within the same basic compressional tectonic regime and thus are probably representative of the size of earthquakes likely to occur on the larger subsurface reverse faults within the basin. The maximum earthquakes for the strike-slip faults can be estimated only from comparison of empirical fault-length/earthquake-magnitude data, and these suggest events in the M = 7 to 7.25 range.

2.2.4 Principal Active Faults

The following paragraphs briefly describe the principal active faults in the Los Angeles region that potentially could impact Metro structures. Locations of these faults are shown on Figure 2-1. This information is given from a regional perspective for understanding the nature of the faults, and provides a basis for the parameters used in probabilistic seismic hazard analysis discussed in Paragraph 2-3. More detailed descriptions of active faults in the Los Angeles Region may be found in publications by Schell and Dolan et al.

Palos Verdes Fault

The Palos Verdes fault extends from the northeast side of the Palos Verdes Peninsula southeasterly into deep water of the Continental Borderland. Northwesterly, the fault extends into Santa Monica Bay. Together, these segments extend for a total length of about 100 km.

The Palos Verdes fault is predominantly a strike-slip fault but has a small vertical component (~10% to 15%). The slip rate of the Palos Verdes fault is based primarily on the geophysical and geological studies in the outer harbor of the Port of Los Angeles by McNeilan et al. (1996). McNeilan et al. estimated a long-term horizontal slip rate of between 2.0 and 3.5 mm/yr. A slip rate of 3.0 mm/yr (±1mm) is the rate used by the California Geological Survey and the U.S. Geological Survey.

There have been no significant earthquakes on the fault since arrival of the Franciscan missionaries in the 1700s so there are virtually no direct data to help constrain the recurrence interval for large earthquakes on the Palos Verdes fault. Using the empirical data of Wells and Coppersmith (1994) to indirectly make judgments on how long it would take to store up enough strain to generate a M6.8 to 7.4 earthquake, it appears that recurrence intervals for such earthquakes on the Palos Verdes fault would range from a few hundred to a few thousand years. For example, fault rupture scenarios evaluated by McNeilan et al. (1996) ranged from 180 to 630 years for a M6.8 event, 400 to 440 years for a M7.1 event, 1,000-1,100 years for a M7.2 event, and 830 to 1,820 years for a M7.4 event).

Newport-Inglewood Structural Zone

The Newport-Inglewood Structural Zone (NISZ) consists of the northwest-southeast trending series of faults and folds associated with an alignment of hills in the western Los Angeles Basin extending from the Baldwin Hills on the north to Newport Mesa on the south (Figure 2-1). The fault seems to have originated in late Miocene time but based on relative stratigraphic thickness of bedding across the zone, the greatest activity seems to have occurred since Pliocene time indicating the fault is quite young.

The NISZ comprises several individual faults and branch faults, few of which have good surface expression as actual fault scarps.

The maximum earthquake used for the NISZ in local geotechnical investigations has generally been magnitude 7.0. This may be relatively small for a feature as long as the SMB zone but the magnitude is based on the concept that the zone consists of shorter discontinuous faults, or segments, that behave independently. The fault was the source of the 1993 Long Beach earthquake of magnitude 6.3, but as with the Palos Verdes fault, the history of earthquakes on the NISZ is incomplete so it is difficult to estimate a maximum earthquake. Empirical fault-length/ earthquake-magnitude relations (Wells and Coppersmith, 1994) suggest an MCE of about 7.0.

The recurrence interval for the maximum earthquake on the NISZ is very long, on the order of a thousand years or more (Schell, 1991; Freeman et al., 1992; Shlemon et al., 1995; Grant et al., 1997). The rate of fault slip is poorly known but seems to be very slow.

Sierra Madre Fault

The Sierra Madre fault is one of the major faults in the Los Angeles region and lies along the southern margin of the San Gabriel Mountains forming one of the most impressive geomorphic features in the Los Angeles area. The fault is recognized by juxtaposition of rock types, shearing and crushing along the fault trace, and by linear land forms (geomorphology). The fault is primarily a thrust fault that has thrust the ancient igneous

and metamorphic rocks of the San Gabriel Mountains up and over young Quaternary-age alluvial deposits. The fault zone is very complex and over much of its length comprises several subparallel branches along the northern edge of the San Fernando and San Gabriel valleys (Figure 2-1). The fault may also be divided into segments along length, each with somewhat different rupture characteristics and histories.

The poor documentation of Quaternary faulting on the Sierra Madre fault makes it difficult to assess its earthquake capability. Based on worldwide empirical fault-length/earthquake-magnitude relationships (Wells and Coppersmith, 1994), the Sierra Madre fault is capable of producing earthquakes in the 7.0 to 7.5 magnitude range (Dolan et al., 1995). If the fault ruptures one of the segments independently, earthquakes of M = 7.0 are more likely; if more than one segment ruptures together, larger earthquakes are possible.

About 20 km of the westernmost part of the Sierra Madre fault ruptured the ground surface during the 1971 San Fernando earthquake (M_w = 6.7). The 1971 event was characterized by reverse faulting along a fault dipping about 45° to 50° northerly. In 1991, a magnitude 5.8 earthquake occurred below the San Gabriel Mountains at a depth of about 16 km and is generally believed to have occurred on the Clamshell-Sawpit branch of the Sierra Madre fault zone. The best available information indicates that large earthquakes on the Sierra Madre fault occur sometime between a few hundred years to a few thousand years (~5,000 years according to Crook et al, 1987). Geological and paleoseismological studies by Rubin et al. (1998) suggest that two prehistoric ruptures within the past 15,000 years had large displacements typical of earthquakes in the M = 7.0 to 7.5 range.

Reliable geological information on the slip rate of the Sierra Madre fault is scarce and the average time between large ground rupturing earthquakes is poorly known. Some geological studies have indicated that the average rate of displacement for the Sierra Madre fault may be as high as about 3 to 4 mm/year. The California Geological Survey uses a slip rate of 2.0 mm/yr (±1.0 mm).

Malibu Coast, Santa Monica, Hollywood Fault System (Southern Frontal Fault system)

One of the major fault systems in the Los Angeles Basin is along the southern edge of the Santa Monica Mountains separating Mesozoic plutonic rocks from Tertiary and Quaternary sedimentary rocks. The fault system consists of the Santa Monica and Hollywood faults and smaller segments such as the Malibu Coast and Potrero faults (see Figure 2-1). Together, these faults form the southern boundary fault of the Santa Monica Mountains.

The Santa Monica Mountains rise abruptly to 500 to 600 m above the Los Angeles Basin floor and are indicative of a large vertical component of faulting. Earthquake focal mechanisms and local geologic relationships suggest reverse faulting with a subordinate left-lateral component. Investigations is the past decade or so (e.g. Davis et al., 1989; Dolan et al., 1995) postulate that the Santa Monica and Hollywood fault are predominantly strike-slip features and that the mountains are underlain by a separate, but related, blind thrust fault. The Metro Rail Red Line tunnel through the Hollywood segment of the fault system revealed a major shear zone with the plutonic rocks of the Santa Monica Mountains, uplifted over Quaternary alluvium and colluvium. The fault

zone consists of a northerly dipping fault with about a 100-meter-wide sheared gouge zone.

There have been no large earthquakes associated with Western Transverse Ranges southern boundary fault zone in historical time, but geological studies (Dolan et al., 1997, 2000a, 2000b) have documented Holocene faulting within the zone. Geological data indicate the recurrence intervals for large earthquakes are very long and appear to be on the order of a few thousand years; The Hollywood fault appears to have had one surface rupturing event in Holocene time (Dolan et al., 1997; 2000) with an average recurrence interval in the range of about 4,000 to 6,000 or 7,000 years. The Santa Monica fault has had two or probably three events in the past 16,000-17,000 years suggesting an average recurrence interval of about 7,000-8,000 years (Dolan et al., 2000).

Documented slip rates are less than 1.0 mm/yr but this estimate suffers from lack of data on the lateral slip. The California Geological Survey (2003) assumes a slip rate up to about 1.0 mm/yr (± 0.5 mm). The great length of the fault system suggests that it is capable of generating a large earthquake (M~7.5) but the discontinuous nature of faulting suggests that faults may behave independently and perhaps a smaller maximum earthquake (M~6.5 to 7.0) is more appropriate. Dolan et al (1997) postulated a M_w = 6.6 event for the Hollywood fault, and Dolan et al. (2000) postulated an M = 6.9-7.0 event for the Santa Monica fault.

Raymond Hill Fault

The Raymond Hill fault or as commonly referred to, the Raymond fault. The Raymond Hill fault is about 26 km long and extends approximately east-west through the communities of San Marino, Arcadia, and South Pasadena (Figure 2-1).

The Raymond Hill fault is characterized by left-lateral oblique reverse slip. This fault dips at about 75 degrees to the north. The rate of slip is between 0.10 and 0.22 mm/yr. The fault has been considered by some geoscientists to be interconnected with the Hollywood fault because they have similar trends and similar types of displacement. However, the disparity between recurrence intervals and the age of latest surface rupture suggests they are discrete features.

The most recent major rupture occurred in Holocene time, about 1000 to 2000 years ago (Weaver and Dolan, 2000). There is geological evidence of at least eight surface-rupturing events along this fault in the last 40,000 +/- years. At least five surface ruptures occurred in the past 40,000 years. However, four of these events occurred between 31,500 and 41,500 years ago (Weaver and Dolan, 2000). This indicates that surface ruptures occur over very irregular intervals and may be more random than systematic.

Elysian Park Fold and Thrust Belt

The Elysian Park Fold and Thrust Belt (EPFT) was initially a concept by Davis et al (1989) who postulated that the Los Angeles area is underlain by a deep master detachment fault, and that most of the folds and faults in the region result from slip along the detachment causing folding and blind thrust faulting at bends and kinks in the detachment fault. Shaw and Suppe (1996) further developed and expanded the

detachment/blind thrust model. They proposed several zones of subsurface faulting and folding consisting of the Elysian Park trend, the Compton-Los Alamitos trend, and the Torrance-Wilmington trend. Few of these thrust ramps have actually been seen in well data or seismic-reflection surveys because the postulated features are generally at depths beyond the reach of drilling or seismic-reflection methods. The detachment/blind thrust model was initially embraced primarily because the 1987 Whittier Narrows earthquake occurred in proximity to one of the postulated thrust ramps beneath the Elysian Park fold belt. At present most seismic hazard analyses recognize only the Upper Elysian Park Thrust (see Figure 2-1).

Recurrence-interval estimates range from 340 to 1,000 years. Oskin et al. (2000) model the Upper Elysian Park thrust as extending from the Hollywood fault to the Alhambra Wash fault with a slip rate of 0.8 to 2.2 mm/yr and magnitude 6.2 to 6.7 earthquakes with recurrence intervals in the range of 500 to 1300 years. The California Geological Survey, following the lead of Oskin et al. (2000), models the Upper Elysian Park thrust as a feature about 18 km long and dipping 50° northeasterly with a slip rate estimate of about 1.3 ±0.4 mm/yr.

Puente Hills Fault System

The Puente Hills Thrust fault system (PHT) is the name currently given to a series of northerly dipping subsurface thrust faults (blind thrusts) extending about 40-45 km along the eastern margin of the Los Angeles Basin. Shaw and Shearer (1999) synthesized oil-company geophysical data and seismicity to interpret three discrete thrust faults underlying the La Brea/Montebello Plain, Santa Fe Springs Plain, and Coyote Hills.

Down-dip projection of the Santa Fe Springs segment extends to the approximate depth of the 1987 Whittier Narrows earthquake which Shaw and Shearer (1999) relocated to about 15 km depth. The close association of seismicity to the fault projections indicates that the fault is seismically active. Shaw and Shearer proposed that the Puente Hills fault system is capable of generating about magnitude 6.5 to 7.0 earthquakes and has a slip rate of between 0.5 to 2.0 mm/yr.

Subsequent work on the fault system (Shaw et al., 2002) infers that the en echelon segments of the Puente Hills Thrust are related and displacements are gradually transferred from one segment to the next. Using empirical data on rupture area, magnitude, and coseismic displacement, Shaw et al. (2002) estimated earthquakes of M_W 6.5 to 6.6 for single segments and M_W 7.1 for a multi-segment rupture. The recurrence intervals for these events are on the order of 400 to 1,320 years for single events and 780-2600 years for magnitude 7.1 events.

Paleoseismological studies using trenching and borings at the surface projection of the Santa Fe Springs fault (Dolan et al., 2003) identified four buried folds. This deformation was interpreted to be a result of subsurface slip associated with M_W = 7.0± earthquakes within the past 11,000 years.

The most recent seismic hazard model by the California Geological Survey (2003) used a slip rate of 0.7 ± 0.4 mm/yr.

2.3 Probabilistic Seismic Ground Motion Criteria

2.3.1 Design Earthquakes – Probabilistic Seismic Hazard Spectra

As previously described, Metro earthquake design policy for both aerial and underground structures has been based on a two level probabilistic design approach since 1983, namely:

1. An operating design earthquake (ODE) defined as an earthquake event likely to occur only once in the design life, where structures are designed to respond without significant structural damage and

2. A maximum design earthquake (MDE) defined as an earthquake event with a low probability of occurring in the design life, where structures are designed to respond with repairable damage and to maintain life safety.

Current Metro design criteria assume a design life of 100 years. To establish probabilistic seismic ground motion criteria, design earthquake motions are defined as follows:

	Probability of Exceedance	**Return Period**
Operating Design Earthquake (ODE)	**50% in 100 years**	**144 years (say 150 years)**
Maximum Design Earthquake (MDE)	**4% in 100 years**	**2475 years (say 2500 years)**

Note that similar probabilistic criteria have been adopted by other rail transit agencies in the United States, including those in Seattle and New York.

The MDE and ODE levels of horizontal ground shaking are best developed based on probabilistic seismic hazard analyses due to the large degree of variation (or uncertainty) in the observed ground shaking in the strong motion database. A probabilistic approach can better take into account the uncertainty parameters in evaluating strong ground characteristics for design, including earthquake magnitude recurrence intervals for source zones and ground motion attenuation relationships. This philosophy is also consistent with the approach in other major projects for critical structures.

Probabilistic seismic hazard analyses to determine site specific design spectra require four major steps as shown in Figure 2.4. In step 1, Seismic Source Identification, the seismic sources capable of generating strong ground motions at the project site(s) are identified and the geometries of these sources (i.e. their location and spatial extent) are defined. In Step 2, Magnitude-Recurrence, a recurrence relationship describing the rate at which various magnitude earthquakes are expected to occur is assigned to each of the identified seismic sources. Step 1, Seismic Source Identification, and Step 2, Magnitude-Recurrence, together may be referred to as seismic source characterization. In Step 3, Ground Motion Attenuation, an attenuation relationship that describes the relationship between earthquake magnitude, site-to-source distance, and the ground motion parameter of interest is assigned to each seismic source for a specific ground stiffness condition (characterized by a shear wave velocity). In Step 4, Probability of Exceedance, the results from the first three steps are integrated to produce a curve

relating the value of the ground motion parameter of interest at the site(s) of interest to the probability that it will be exceeded over a specified time interval.

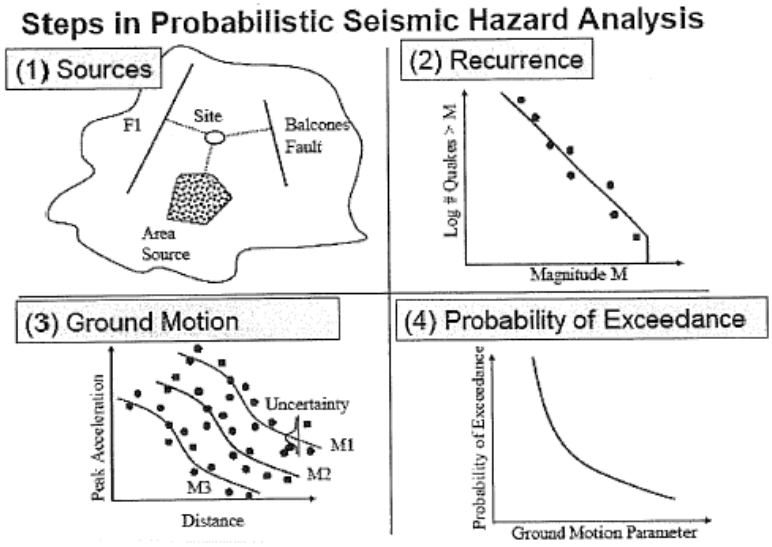


Figure 2-4 Steps in Probabilistic Seismic Hazard Analysis

The data used for Steps 1 through 3 are continually updated by seismologists and geologists as new research findings are debated and published. The probabilistic seismic ground motion criteria documented in previous Metro design guidelines used data which has been superceded by recent research. In particular, the most recent 2008 update of the USGS National Seismic Hazard Maps (USGS, 2008) incorporates the development of the Next Generation of Attenuation (NGA) relationships (Power et al. 2008) developed as a result of a 5 year research program coordinated by the Pacific Earthquake Engineering Research Program (PEER) in partnership with the USGS and the Southern California Earthquake Center (SCEC). In addition, updated fault parameters and fault source models were adopted from information developed by the Working Group on California Earthquake Probabilities (WGCEP) detailed in a 2008 WGCEP Report by Wells et al. (2008).

As a result of the above developments, Metro has adopted the 2008 USGS update of the National Probabilitic Seismic Hazard Analyses (PSHA) as a basis for their probabilistic ground motion criteria. In particular, ODE and MDE Spectral Accelerations for specific sites, should be developed using data available in the 2009 PSHA Interactive Deaggregation USGS Web Site as discussed below and illustrated in the example documented in Section 2.3.5.

2.3.2 Ground Motion Criteria- Aerial Structures

The seismic design of aerial and surface structures for Metro transportation projects, should be based on site specific ODE and MDE ground surface 5% damped acceleration spectra developed using the USGS 2009 PSHA Interactive Deaggregation Web Site (USGS, 2009). Input data requires the site coordinates and the average shear wave velocity in the top 30 meters (V_s^{30}) of the site. Spectral ordinates may be plotted for available period values of 0.0 (PGA), 0.1, 0.2, 0.3, 0.5, 1.0, 2.0, 3.0, 4.0 and 5.0 seconds. Note that the use of V_s^{30} replaces the use of site Soil Class Factors A-F used

in older versions of USGS evaluations of site spectra. For the ODE, a 50% probability of exceedance in 100 years is available at the Web Site. However for the MDE, it is necessary to use a value of 2% in 50 years (equivalent to 4% in 100 years).

The determination of the design spectra requires values of V_s^{30} to be obtained at a site, where V_s^{30} is the average shear wave velocity for the upper 30 meters of the site profile. Insitu geophysical methods for determining V_s^{30} are documented in the Caltrans Geotechnical Services Design Manual (Caltrans 2009). Methods include using the Oyo Suspension P-S Logger (Nigbor and Imai, 1994), downhole shear wave measurements such as the Seismic CPT cone and Rayleigh Surface Wave Inversion Methods. Data from geophysical methods are required for final design. The use of empirical methods based on correlations of V_s^{30} with SPT blow counts, CPT data or undrained shear strengths of cohesive soils as described by Caltrans (2009), may be used for initial estimates in preliminary design, but only used for final design if supplemented by site specific calibration against geophysical data.
In addition to the MDE spectral evaluations described above, where Metro aerial structures impact a Caltrans "right-of-way", an additional evaluation of Caltrans design spectra is required, to check that the Caltrans spectral ordinates do not exceed the MDE values. In 2009 Caltrans adopted revised procedures for design spectrum development. The procedures use both a deterministic procedure based on Maximum Credible Earthquakes (MCE) on a revised California fault database and a probabilistic procedure using a 1000 year return period based on the 2008 update of the USGS Hazard Maps. For both procedures, spectral ordinate adjustments are made for near fault effects and deep basin effects. Input data requires the site coordinates and the average shear wave velocity in the top 30 meters (V_s^{30}) of the site. The online internet link for the web based spectra development procedure is **http://dap3.dot.ca.gov/shake_stable/**. The design spectrum is developed from the envelope of the deterministic and probabilistic spectral ordinates.

Note that the procedures for long period spectral ordinate corrections for deep basin effects documented by Caltrans should also be applied to the MDE USGS probabilistic spectra for Metro seismic design.

An example of both the Metro and Caltrans procedures for a specific site is given in Section 2.3.5.

2.3.3 Ground Motion Criteria- Underground Structures

The seismic design of underground structures for Metro transportation projects (including underground stations and tunnels) should be based on MDE subsurface ground motions expressed as site specific ground shear strains, velocities or displacements in the vicinity of the station walls or tunnels as required by the soil-structure interaction analyses discussed in the Supplemental Seismic Design Criteria (SSDC) for Underground Structures. The determination of the above ground motion parameters requires site specific one-dimensional non-linear site response analyses using computer programs such as SHAKE 91 (Idriss and Sun, 1992). The acceleration time histories required for such analyses should be determined from spectral matching procedures (described in paragraph 2.3.4 below) where the "rock outcrop" spectra is defined by the MDE ground acceleration from the USGS 2009 PSHA Website (USGS 2009), using a V_s^{30} value associated with a "rock outcrop" depth of at least 50 feet below the invert of the structure. (Note that the spectra should be adjusted for deep basin

effects as previously discussed.) Appropriate strain dependent shear modulus and damping values for analyses should be assigned to site soil or rock strata at the site using accepted relationships such as those for cohesive soil (Vucetic and Dobry, 1991) and sands (EPRI, 1993), and where the maximum shear modulus is determined from measured shear wave velocities.

2.3.4 Spectral Matching of Acceleration Time Histories

As noted above, acceleration time histories are required for nonlinear analyses of aerial structures or for non-linear site response analyses for underground structures. The use of spectrum compatible input time histories has been widely used for major seismic design projects and is adopted for Metro projects. The concept ensures that a broad range of frequency content is included in the ground motion time history generated for design.

A reference ground motion time history (usually an actual earthquake record) is chosen as a "seed" or start-up motion and is gradually modified through an interactive process so that the response spectrum and the modified time history is compatible with the target spectrum. The recorded time histories should be chosen to match the site soil conditions and dominant earthquake magnitude and distance of the dominant earthquakes contributing to the design spectrum. The earthquake record database available through the Consortium of Organizations for Strong-Motion Observation Systems (COSMOS) is a valuable source of records. The web address is **http://db.cosmos-eq.org**.

Various methods have been developed to perform spectrum matching. A commonly used frequency domain method adjusts the Fourier amplitude spectrum based on the ratio of the target response spectrum to the time history response spectrum while keeping the Fourier phase of the reference history fixed. An alternative time domain approach for spectral matching adjusts the time history in the time domain by adding wavelets to the reference time history. A formal optimization procedure for this type of time domain spectral matching was first proposed by Kaul (1978) and was extended to simultaneous matching at multiple damping values by Lilhan and and Tseng (1987, 1988). Abrahamson (1998) also documents a procedure. While this approach is more complicated than the frequency domain method, it has good convergence properties.

There are relative merits for both the frequency and time domain approaches. However, the best approach would be that which makes the least changes to the startup motion. Figure 2-5 shows an example of spectral matching for using 1940 Imperial Valley earthquake recorded at El Centro, as a start-up motion.

Due to the variability in time history characteristics from "seed" motions, a minimum of three time histories should be used for nonlinear response analyses, and maximum response values of interest from the analyses used for design. A preferable approach is to use seven sets of time histories, and adopt the mean response values for design.

2.3.5 Example- Site Spectra Development

An example of the recommended approach to develop MDE and ODE Acceleration Response Spectra at a Bridge Site is shown in Figure 2-6. The site is the Metro Gold Line Bridge near Union Station, where it is assumed the value of V_s^{30} is 1000ft/sec. Note

that the MDE spectrum is only slightly greater than the Caltrans deterministic spectrum for periods greater than 1.0 seconds. The adjustment factors for deep basin effects at the site were negligible. However, the Caltrans adjustments factors for near fault effects (The Puente Hills blind thrust fault) were significant for periods greater than 0.5 seconds. Near fault adjustment factors to probabilistic MDE spectra are not recommended for design at this time, due to uncertainties in the appropriate methodology for making such an adjustment to a probabilistic spectrum.

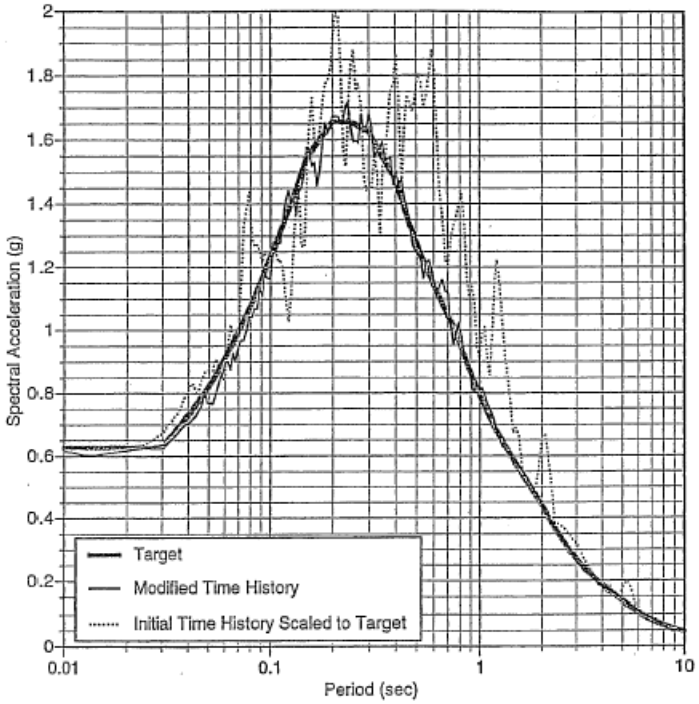


Figure 2-5 Example of Acceleration Spectral Matching

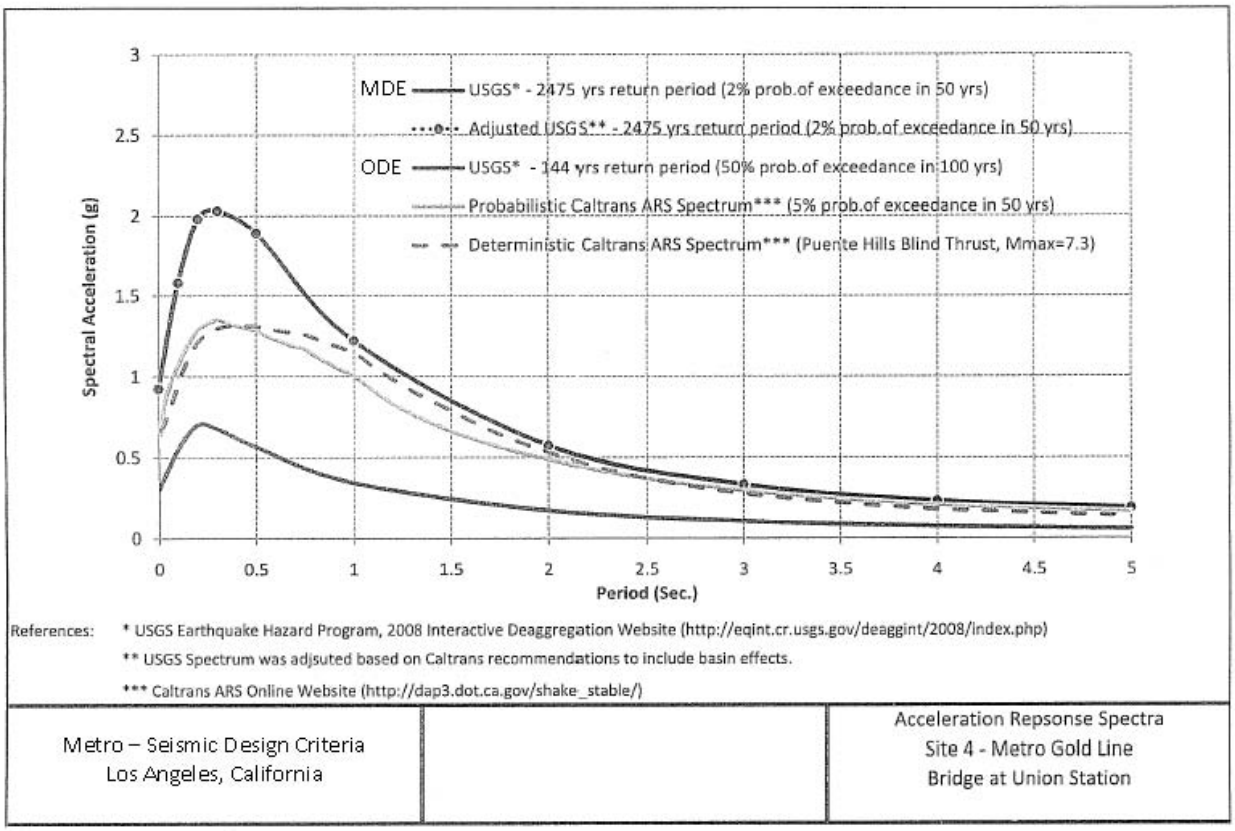


Figure 2-6 Example showing MDE and ODE Spectra at a Bridge Site

2.4 Surface Fault Rupture Displacement

2.4.1 Fault Rupture Potential Evaluation

Fault rupture refers to the shearing displacements that occur along an active fault trace when movement on the fault extends to the ground surface, or the depth of a tunnel or underground station. Displacements can range from inches to several feet. Because fault displacements tend to occur abruptly, often across a narrow zone, fault rupture can be very damaging to a bridge, or tunnel structure.

Fault ruptures generally are expected to occur along existing traces of active faults. Faults are generally considered to be active faults with a significant potential for future earthquakes and displacements if they have experienced displacements during the past approximately 11,000 years (Holocene time).

Design philosophy for fault crossings recognizes that it is difficult to prevent damage in a strong earthquake, given the magnitude of fault displacements. For tunnels, the general design philosophy now widely accepted for a fault crossing is to “overbore” the tunnel, so that if the maximum design earthquake-induced displacement occurs, the tunnel is still of sufficient diameter to fulfill its function after repairs. The overbored section is taken through the fault zone with transition zones narrowing to the regular tunnel diameter.

The overbored sections are backfilled with easily re-minable and crushable material such as “cellular” concrete. Such an approach was adopted for the North Outfall Replacement Sewer Project Tunnel when crossing the Newport Inglewood Fault, and was adopted for the Metro Red Line Segment 3 Hollywood Fault crossing. For blind thrust faults in the vicinity of underground structures, it may be necessary to estimate surface uplift, as in the case of the Eastside Coyote Escarpment (Habioma, et al., 2006).

Bridges crossing or immediately adjacent to active faults may be subjected to large differential displacements between adjacent piers and/or abutments due to surface faulting. A conservative design approach should be adopted if surface faulting is possible. Continuous spans are preferable. Adding extra confinement in the plastic hinge zones of the substructure might be used to provide the maximum displacement capacity. Simple spans can tolerate relative movements, but it will be difficult to ensure that the spans do not become unseated. To minimize this risk, very generous support should be provided.

The additional redundancy in continuous superstructures that are integral with their substructures will reduce the probability of total collapse. There is, however, a practical limit to the amount of relative displacement across a fault that can be accommodated in a monolithic structure. One alternative is to support a continuous superstructure on elastomeric bearings at each pier and abutment. These bearings can accommodate relatively large displacements and still provide an elastic restoring force to the superstructure. Restrainers may also be provided if gross movements are expected. Note that acceleration records from recent earthquakes indicate vertical accelerations in excess of 1.0 g in the near-field of the fault. In these situations, integral construction is preferred, but if elastomeric bearings are used, vertical restrainers should be provided to limit the uplift.

If an active fault exists in the vicinity of a project site detailed fault evaluations should be carried out by the geotechnical consultant oriented toward:

1. Establishing the location of the fault or fault zone relative to a project,
2. Establishing the activity of the fault if it traverses the project site, that is, the timing of the most recent slip activity on the fault, and
3. Evaluating fault rupture characteristics; i.e., amount of fault displacement, width of zone of displacement, and distribution of slip across the zone for horizontal and vertical components of displacement. For blind thrust faults, an assessment of surface uplift may be required. A probabilistic assessment of the likelihood of different magnitudes of fault displacement during the life of the structure may also be useful in decision-making.
4. The ground rupture characteristics for the design earthquake on the fault (e.g. type of faulting as illustrated in Figure 2-7), amount of slip and distribution into strike-slip and dip-slip components, and width of the zone of ground deformation.

A walk-down of the site and its vicinity should be conducted to observe unusual topographic conditions and evaluate any geologic relationships visible in cuts, channels, or other exposures.

Faults obscured by overburden soils, site grading, and/or structures can potentially be located by one or more techniques. Geophysical techniques such as seismic reflection

or refraction surveying provide a remote means of identifying the location of steps in a buried bedrock surface and the juxtaposition of earth materials with different elastic properties. Geophysical surveys require specialized equipment and expertise, and their results may sometimes be difficult to interpret. Trenching investigations are commonly used to expose subsurface conditions to a depth of 15 to 20 feet. While expensive, trenches have the potential to locate faults precisely and provide exposures for assessing their slip geometry and slip history. Borings can also be used to assess the nature of subsurface materials and to identify discontinuities in material type or elevation that might indicate the presence of faults.

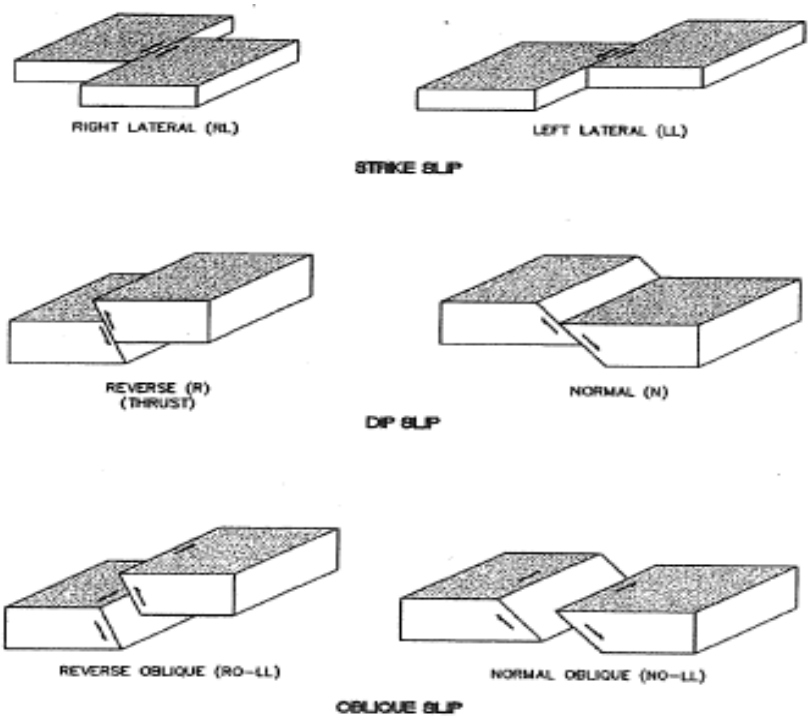


Figure 2-7 Types of earthquake faults

If it is determined that faults pass beneath the site, it is essential to assess their activity by determining the timing of the most recent slip(s) as discussed below. If it is determined, based on the procedures outlined below, that the faults are not active faults, further assessments are not required.

The most definitive assessment of the recent history of fault slip can be made in natural or artificial exposures of the fault where it is in contact with earth materials and/or surfaces of Quaternary age (last 1.8 million years). Deposits might include native soils, glacial sediments like till and loess, alluvium, colluvium, beach and dune sands, and other poorly consolidated surficial materials. Surface might include marine, lake, and stream terraces, and other erosional and depositional surface. A variety of age-dating techniques, including radiocarbon analysis and soil profile development, can be used to estimate the timing of the most recent fault slip.

2.4.2 Fault Rupture Characteristics and Displacement Estimates

Several methods can be used to estimate the size of future displacements. These include:

1. Observations of the amount of displacement during past surface-faulting earthquakes.

2. Empirical relations that relate displacement to earthquake magnitude or to fault rupture length.

The most reliable displacement assessments are based on past events. Observations of historical surface ruptures and geologic evidence of paleoseismic events provide the most useful indication of the location, nature, and size of the future events. Where the geologic conditions do not permit a direct assessment of the size of past fault ruptures, the amount of displacement must be estimated using indirect methods. Empirical relations between displacement and earthquake magnitude based on historical surface-faulting earthquakes (e.g. Wells and Coppersmith, 1994) provide a convenient means for assessing the amount of fault displacement. An example of such a relationship is shown in Figure 2-8. In this example, maximum displacement along the length of a fault rupture is correlated with earthquake magnitude. Maximum displacement typically occurs along a very limited section of the fault rupture length. Relationships are also available for the average displacement along the rupture length. Data from well-documented historical earthquakes indicate that the ratio of the average displacement to the maximum displacement ranges between 0.2 and 0.8 and averages 0.5 (Wells and Coppersmith, 1994). Other methods for calculating the average size of past displacements include dividing the cumulative displacement by the number of events that produced the displacement, and multiplying the geologic slip rate by the recurrence interval.

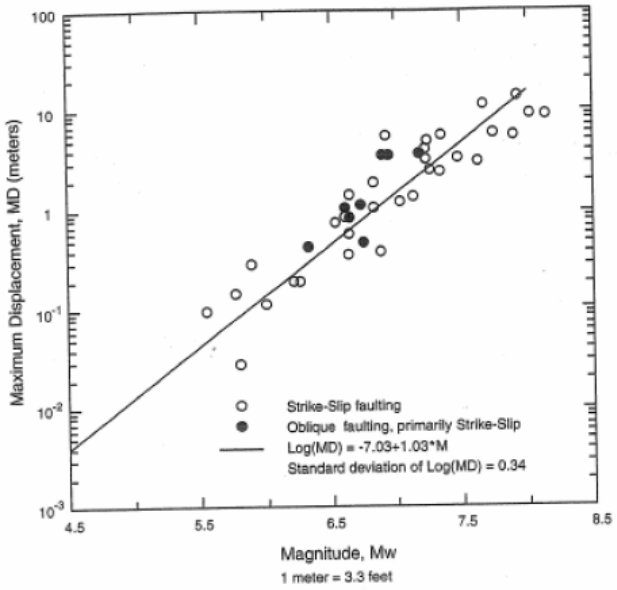


Figure 2-8
Relationship between maximum surface fault displacement and earthquake moment magnitude for strike-slip faulting (after Wells and Coppersmith, 1994)

Predicting the width of the zone and the distribution of slip across the zone of surface deformation associated with a surface faulting event is more difficult than predicting the total displacement. The best means for assessing the width of faulting is site-specific trenching that crosses the entire zone. Historical records indicate that the width of the zone of deformation is highly variable along the length of a fault. No empirical relationships having general applicability have been developed that relate the size of the earthquake or the amount of displacement on the primary fault trace to the width of the zone or to the amount of secondary deformation. The historical record indicates, and fault modeling shows that the width of the zone of deformation and the amount of secondary deformation tend to vary as a function of the dip of the fault and the sense of slip. Steeply dipping faults, such as vertical strike-slip faults, tend to have narrower zones of surface deformation than shallow-dipping faults. For dipping faults, the zone of deformation is generally much wider on the hanging wall side than on the foot wall side. Low-angle reverse faults (thrust faults) tend to have the widest zones of deformation.

2.4.3 Probabilistic Fault Displacement Evaluation

Probabilistic methods for assessing the hazard of fault rupture have been developed that are similar to the probabilistic seismic hazard analysis (PSHA) methods used to assess earthquake ground motions (Youngs et al., 2003). A PSHA for fault rupture defines the likelihood that various amounts of displacement will be exceeded at a site during a specified time period.

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CHAPTER 3

SUPPLEMENTARY SEISMIC DESIGN CRITERIA (SSDC)

Part A METRO SSDC FOR AERIAL GUIDEWAYS AND BRIDGES

3A1.0 SCOPE

This Seismic Design Criteria Revision updates the latest documents prepared in 2003 for Metro Gold Line Eastside Extension. This consisted of the Metro's Design Criteria Section 5 references to seismic design of structures and Section 5 Appendix Chapter 3 Part A for Aerial Guideways and Bridges and the addition of Section 5 Appendix Chapter 3 Part B for Underground Structures (Both referred to herein as Metro SSDC).

These design criteria apply to the design of normal aerial guideway, bridges, and structures to resist the effects of earthquake motions. Normal guideway and bridges should be considered to be new and conventional slab, beam, girder, and box girder superstructures with spans not exceeding 500 feet. These criteria do not apply to Critical/Essential Bridges as defined by the Caltrans BDS.

These criteria are intended to be used by designers who are experienced in the field of the bridge design and are familiar with the recent procedures being used by Caltrans.

Some special structures and structural systems involve unique design and construction problems not covered by this criteria, the provisions in this criteria govern only where applicable. Retrofit repairs, alterations and additions necessary for the preservation and restoration of historic buildings, bridges and structures may be made without strict conformance to this criteria when authorized by Metro and the governing agency. The use of any material or method of construction and design not specifically prescribed herein may be used upon approval by Metro and the governing agency.

All new structures shall be designed to resist the earthquake forces (EQ) and the ground displacement stipulated in these criteria. Aerial structures are defined as those elevated guideway structures which support Metro vehicles.

The requirement for peer review of the design work for Metro aerial structures and bridges will be determined by the Metro on a case by case basis.

3A2.0 DESIGN POLICY

The Metro Rail Project is a large-scale public project in an area highly susceptible to major earthquakes. Further, earthquake-initiated failures of selected structures and systems could lead to loss of life. For this reason Metro has developed special earthquake protection criteria for the project.

As previously discussed, the guiding philosophy of earthquake design for the project is to provide a high level of assurance that the overall system will continue operating during and after an Operating Design Earthquake (ODE). Operating procedures assume safe shut down and inspection before returning to operation. Damage, if any, is expected to

be minimal and to minimize the risk of derailment of a train on the bridge at the time of the earthquake. Further, the system design will provide a high level of assurance that public safety will be maintained during and after a Maximum Design Earthquake (MDE). The definition of ODE and MDE levels as discussed in Chapter 2 is as follows:

The ODE is defined as the earthquake event which has a return period of 150 years. Such an event can reasonably be expected to occur during the 100-year facility design life. The probability of exceedance of this level of event is approximately 50 percent during the facility life.

The MDE is defined as the earthquake event which has a return period of 2500 years. Such an event has a small probability of exceedance during the facility life. This probability is approximately four percent or less.

3A3.0 PERFORMANCE OBJECTIVES

For the Operating Design Earthquake (ODE) which is likely to occur about once during the normal life expectancy, there shall be no interruption in rail service during or after the ODE. When subjected to the ODE, structures shall be designed to respond essentially in an elastic manner as defined by Caltrans Seismic Design Criteria, Section 3.2, Material Properties for Concrete Components, latest version. There shall be no collapse, and no damage to primary structural elements. Only minimal damage to secondary structural elements is permitted, and such damage shall be minor and easily repairable. The structure shall remain fully operational immediately after the earthquake, allowing a few hours for inspection.

For the Maximum Design Earthquake (MDE) which has a low probability of being exceeded during the normal life expectancy, some interruption in rail service is permitted to allow for inspection and repairs following the MDE. When subjected to the MDE, it is acceptable that the structures behave in an inelastic manner. There shall be no collapse and no catastrophic inundation with danger to life, and any structural damage shall be controlled and limited to elements that are easily accessible and can be readily repaired. The structure should be designed with adequate strength and ductility to survive loads and deformations imposed on the structure during the MDE, thereby preventing structure collapse and maintaining life safety.

In no case is the design to result in less seismic performance capability than that required by Caltrans BDS. To substantiate that this requirement has been met, a design check calculation using Caltrans criteria may be necessary.

3A4.0 CODES AND STANDARDS

These criteria make reference to, incorporate, are based on, or modify the following principal design codes:

1. For bridges and aerial structures that support rail transit loadings, except as otherwise noted herein, use the current Caltrans Seismic Design Criteria, latest edition, but with Metro specified rail transit loading. All the above is referred to throughout these criteria as “Caltrans SDC”.

Caltrans Seismic Design Criteria (Current Version) shall supersede all provisions for seismic design, analysis, and detailing of bridge contained in the *AASHTO LRFD Bridge Design Specifications*. The Caltrans Seismic Design Criteria is used in conjunction with the Extreme Event I Load Combination specified in Caltrans BDS.

Where Caltrans SDC is not applicable, use the most appropriate code provided below.

2. For bridges that support railroad loadings, use the design requirements of the applicable railroad. In the absence of such requirements, use AREMA, Manual for Railway Engineering, Volume 2, Section 9, Seismic Design for Railway Structures, Latest Edition.

3. For bridges that support highway loading, use the design requirements of the applicable jurisdiction. In the absence of such requirements, use the Caltrans SDC.

4. For additional applicable codes, see the Structural/Geotechnical Criteria Section 5.1.2, Reference Data, and Section 5.1.3 Reference Codes.

3A5.0 DESIGN RESPONSE SPECTRA

Chapter 2 of this Metro SSDC describes the seismic design ground motion criteria to be used for bridges and aerial guideways. It provides an overview of the Geologic and Seismic Environment related to existing or proposed Metro transportation alignments including descriptions of the regional stratigraphy, tectonics, historical seismicity, and principal active faults. Chapter 2 also describes the use of probabilistic seismic hazard analyses for the development of the site specific Operating Design Earthquake (ODE) and Maximum Design Earthquake (MDE) ground motion criteria for bridges and aerial guideways.

The ground motion response spectra for this supplemental criteria are developed by the geotechnical consultant for each project site.

3A6.0 DESIGN GROUND MOTIONS

All aerial structures and bridges shall be designed to resist earthquake motions in accordance with Metro Seismic Design Ground Motion Criteria, Chapter 2. Where conflicts occur, the more critical will control. In some cases, aerial structures with bridges may be under other agency jurisdictions (such as Caltrans) and design criteria specified elsewhere. If seismic ground motion spectra are greater than those specified in Chapter 2, the former should be used for design.

Elements of above ground station structures not subject to rail transit loading shall be designed to resist earthquake motions in accordance with the applicable building codes of Section 5.1.

3A7.0 METHODS OF ANALYSIS

A complete aerial guideway or bridge system shall be composed of a single frame or a series of frames separated by expansion joints and/or articulated construction joints. A guideway or bridge shall be composed of a superstructure and a supporting substructure. Individual frame sections shall be supported on their respective substructures, consisting of piers, single column or multiple column bents that are supported on their respective foundations.

The determination of the seismic response of a bridge shall include the development of an analytical model followed by the response analysis of the analytical model to predict the resulting dynamic response for component design. Both the development of the analytical model and the selected analysis procedure shall be dependant on the seismic hazard (See Chapter 2), the selected seismic design strategy and the complexity of the guideway or bridge. The level of refinement in the analytical model and analytical procedure to be used shall be subject to the approval of Metro.

For additional information, see Caltrans SDC, latest version.

Due to the soil/structure interaction (SSI), three directional foundation soil springs shall be included in all of the analytical models. For in-structure displacement compatibility, column P-Δ effect shall also be included.

3A8.0 DESIGN FORCES, MOMENTS AND DISPLACEMENTS

Load Case 1: 100% of the absolute value of forces, moments, and displacements in transverse direction are added to 30% of the corresponding force and moments from the longitudinal and vertical directions.

Load Case 2: 100% of the absolute value of forces, moments, and displacements in the longitudinal direction are added to 30% of the corresponding forces and moments from the transverse and vertical directions.

Load Case 3: 100% of the absolute value of forces, moments, and displacements in vertical direction are added to 30% of the corresponding forces and moments from the transverse and longitudinal directions.

All aerial structures and bridges shall be designed to resist earthquake motions in accordance with Metro Supplemental Seismic Design Criteria (Metro SSDC) and as provided in Section A4.0. Where Metro SSDC and Caltrans SDC conflict, the more critical will control.

Use the Caltrans BDS method for the design of all structural components and connections. Each component and connection shall satisfy each of the following LRFD limit states, unless noted otherwise in another area of this criteria.

LRFD employs specified limit states to achieve the objectives of constructability, safety, and serviceability. See the Structural/Geotechnical Criteria Section 5.2.17. A Limit State is defined as a condition beyond which a structure or structural component ceases to satisfy the provisions for which it was designed. The resistance of components and connections are determined, in many cases, on the basis of inelastic behavior, although the force effects are determined by using elastic analysis. This inconsistency is common

to most current specifications as a result of incomplete knowledge of inelastic structural action.

LRFD uses Service Limit states to provide for restrictions on stress, deformations, and crack width under regular service conditions. (See Structural/Geotechnical Criteria Section 5.2.17.1, Service limit state.)

LRFD uses extreme event limit states to ensure the structural survival of structures during major earthquakes. Extreme Event Limit States are considered to be unique occurrences whose return period may be significantly greater that the design life of the bridge. Extreme Event IA is the load combination relating to the operational use of the guideway that incorporates the ODE level seismic event. Extreme Event Limit State I is the load combination relating to the operational use of the guideway that incorporates the MDE level seismic event. (See Structural/Geotechnical Criteria Section 5.2.17.4, Extreme event limit state.)

For loading combinations, refer to Section 5.2.20 of the Structural/Geotechnical Criteria.

3A9.0 STRUCTURAL DESIGN

3A9.1 Properties for Material Components

For concrete and reinforcing steel, apply Caltrans SDC, Section 3.2 Material Properties for Concrete Components. In areas where this code is silent, the following shall apply.

Reinforcing steel shall be ASTM grade A706, with a yield strength between 66 ksi and 78ksi. Use a yield strength of 66 ksi unless restricted otherwise by the Building Code requirements.

The required performance for rebar development lengths is based on the Building Code's implemented ACI 318-08 and Caltrans BDS (See Structural/Geotechnical Criteria Section 5.1.3.C.1. The following statements provide additional requirement for use of #14 and #18 bars in seismic zones:

Straight #14s and #18s utilized in seismic zones shall be confined over the full length of the bar development zone. All other rebar development criteria and modification factors of the Building Codes referenced Chapter 12 of ACI 318-08, and Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, Section 5.11 shall be applied to straight bars.

When hooked #14s are utilized in seismic zones they shall be confined over the entire straight length of the bar development zone. No reduction factors may be applied to the basic development length of a standard hook in tension. In seismic zones #18 bars shall not be hooked. All other rebar development criteria and modification factors of Building Codes referenced Chapter 12 of ACI 318-08, and Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, Section 5.10 shall be applied to hooked bars.

3A9.2 Superstructure

The ultimate capacity of the superstructure in the area over the bent caps shall be designed for the larger of the forces resulting from ODE analysis or from the column plastic hinging.

The width of the superstructure assumed to be available to resist these forces shall be taken as one half of the column width plus the depth of the superstructure, on either side of the column centerline. For open soffit girders, follow Caltrans SDC 7.2.1.

When it is not possible to place the reinforcement within the above specified area, designers should then consider such details as:

Using thicker soffits and/or top slabs.
Widening the cap (but not more than d/2).
Using dropped cap.

Make all top and bottom bent cap main reinforcement continuous. If this is physically impossible, then at least 75% of reinforcement shall be made continuous. No lap splices shall be allowed in the main cap reinforcement.

3A9.3 Columns

Design column for essentially elastic behavior at the ODE level. At the MDE design check, make certain the plastic hinges occur at the top and/or bottom of the column. To transfer shear forces from plastic hinges, the joint shear and the additional longitudinal/transverse reinforcement shall be designed in accordance with section A9.4.

Column deflection capacity must be larger than displacement demand at MDE level. The following interaction equation must be satisfied:

$\Delta_D < \Delta_C$

Where:

Δ_D = Maximum displacement demand
Δ_C = Displacement capacity

Displacement demands amplification due to P-Δ effects must be considered.

Column reinforcement ratio should be kept under 4% to reduce congestion due to added joint reinforcement. It will also help in keeping the joint shear stresses lower than the maximum of $12(f'c)^{1/2}$.

For column flares design and detailing, refer to SDC, Section 7.6.5.

3A.9.4 Joint Shear

For joint shear, refer to Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, with California Amendments and AASHTO Guide Specifications for LRFD Seismic Bridge Design, latest editions.

The maximum shear stress in the enlarged joint area is to be limited to $12(f'c)^{1/2}$.

3A9.5 Outrigger Bents

In addition to the worst combination for a particular design case, the outrigger bents shall be designed for dead load forces increased and decreased by 50%.

For short outriggers (i.e. outrigger length less than the larger cap cross-section dimension), an additional check for torsional shear friction is to be performed.

Outrigger joints can be pinned at the top to reduce torsional moments in the cap beam.

3A9.6 Expansion Joints

Design expansion joints, calculate the movement rating "MR" and gap size "a" according to the following conditions.

$MR = 2\Delta EQL + \Delta T/2$ > MR required by BDS.

$a = \Delta EQL - \Delta PS/2 + \Delta T/4$

or,

a = EQU - ΔPS/2 – 2-1/2 (inches)

whichever is greater, but not less than "a" required by Caltrans BDS.

ΔEQL = Longitudinal Displacement at ODE level.
EQU = Longitudinal Displacement at MDE level.
ΔT = total thermal displacement range.
ΔPS = total prestress shortening.
Round MR and "a" up to nearest 1/2 inch and 1/4 inch respectively.

3A9.7 Abutments, Piers, and Walls

At the ODE level, maintain an open gap longitudinally and provide full transverse load capacity. At the MDE level, consider the contribution of the approach slab in the longitudinal direction. The procedure is as follows:

For abutments, piers and walls, refer to Caltrans SDC.

3A9.8 Foundations

For both ODE and MDE, footings shall be provided with enough vertical carrying capacity within a 45° cone directly under the column, to carry the unfactored column dead load reaction.

3A9.9 Expansion Joint Hold-downs

For both ODE and MDE, hold down devices shall be provided at all supports and intermediate hinges where the vertical seismic forces (Load Case 1 and 2) oppose and exceed 50% of the dead-load reaction or Load Case 3 produces net uplift. The minimum seismic design force for the hold-down device shall be the greater of:

Load Case 1 & 2

10% of the dead load reaction or
1.20 times the net uplift force.

Load Case 3

Net uplift force

3A10.0 MINIMUM SEAT WIDTH

The seismic design displacements for determining seat width shall be the greater of either those obtained from analysis at the MDE level using spectra and effective column stiffness or as specified in Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, with California Amendments and AASHTO Guide Specifications for LRFD Seismic Bridge Design, latest editions.

3A11.0 RESTRAINERS

The detailed design of restrainers shall be based upon the philosophy and guidelines set forth in Caltrans BDS.

3A12.0 SEISMIC BASE ISOLATION

A base isolation system may be considered in the design of special bridges and aerial structures upon approval by Metro and should conform to the following subsections.

Design of all base isolated bridges and aerial structures shall conform to Caltrans BDS implemented AASHTO Guide Specifications for Seismic Isolation Design, latest edition with the following modifications.

3A12.1 Analysis Procedure

All base isolated bridges and aerial structures shall be analyzed by the following two methods for both ODE and MDE and the most stringent case shall govern the design of the structural elements and isolation system.

Method 1: Response Spectrum Analysis

An equivalent linear response spectrum analysis shall be performed using the appropriate ground motion response spectra (horizontal and vertical) as defined in Chapter 2 of this criteria.

Method 2: Time-History Analysis

A non-linear time-history analysis of the combined structure and isolator system shall be performed. This method will incorporate the actual force deflection characteristics of the systems together with a minimum of three ground motion time histories that represent the seismicity of the site, and must be approved by Metro.

3A12.2 Isolation System

The isolation system shall be analyzed using deformational characteristics. The isolation system shall be analyzed with sufficient detail to:

- Account for the spatial distribution of isolator units.
- Calculate translation, in both horizontal directions, and torsion of the structure above the isolation interface, considering the most disadvantageous location of mass eccentricity,
- Assess overturning/uplift forces on individual isolator units, and
- Account for the effects of vertical load, bilateral load and/or the rate of loading if the force deflection properties of the isolation system are dependent on one or more of these attributes.

No tension is allowed in isolators.

3A12.3 Design Forces for Seismic Performance

The isolated structural above and below the isolated system shall be designed using all the provision for a non-isolated structure. The design and detailing of seismic isolation devices shall be designed in accordance with the provisions of Caltrans BDS and the AASHTO Guide Specifications for Seismic Isolation Design, whichever is more critical.

The seismic design force for columns and piers shall not be less than the forces resulting from a lateral force applied at the isolator location corresponding to the yield level of a softening system, or the static friction level of a sliding system, or the ultimate capacity of a sacrificial wind-restraint system.

3A12.4 Structure and Rail Interaction

Special analysis shall be performed to evaluate the interaction between the structural components and track work above it; special attention shall be given at the expansion joints and abutments. At ODE, no damage to the rails or no transverse residual gap between adjacent segments of rails is allowed. At MDE, the level and extent of the damage to the rails shall be defined.

3A13.0 Seismic Design for Ground and Embankment Stability

For seismic design for ground and embankment stability, apply the National Cooperative Highway Research Program Reports, Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankments (TRB 2008, NCHRP 2008).

The seismic stability and potential permanent deformation of sloping ground or embankments supporting aerial guideway and bridges along proposed alignments shall be investigated. Investigations should included evaluation of the potential for ground

liquefaction and related deformations. The evaluations and associated analyses should be displacement based leading to the determinations of potential lateral deformations of slopes or embankments and ground settlement. Total settlement and lateral ground deformations under ODE seismic events shall not be allowed to exceed 2 inches to allow for track re-leveling or re-alignment. Larger deformations may be allowed for MDE events on a case-by-case basis on approval by Metro.

The stability of slopes and embankments shall be evaluated using either (1) the seismic coefficient approach in a pseudo-static stability analysis or (2) the slope-displacement method as described in the NCHRP Project 12-70 Reports on the "Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes and Embankments," (Transportation Research Board, 2008, NCHRP, 2008). If Method (1) quasi-static slope stability analyses lead to factors of safety less than 1.1, slope performance shall be evaluated using Method (2) where displacements are computed using Newmark time-history analyses. If computed displacements lead to unacceptable performance, appropriate mitigation measures hall be incorporated in the design.

If potentially liquefiable soils are identified along proposed alignments, liquefaction susceptibility shall be determined using the procedures documented in the AASHTO Bridge Design Specifications (AASHTO 2010, Article 10.5.4). The requirements for site investigation to assess liquefaction potential are described in Article 10.4 of the AASHTO Specifications. The liquefaction potential assessment should consider the impact of the following effects where liquefaction is judged to occur:

1. Loss of strength of liquefied layers (post liquefaction residual strength)
2. Flow failures, slope deformations
3. Post liquefaction ground settlement

The displacement performance of slopes and embankments underlain by liquefied soils may be evaluated in a similar manner to non-liquefiable cases, except residual strengths of liquefied soils are used in analyses (NCHRP, 2008, AASHTO, 2008). The post-liquefaction settlement of liquefied soil layers may be determined using procedures documented by Tokimatsu and Seed (1997)

For sites where liquefaction occurs around aerial structure or bridge foundations, structures should be analyzed and designed for two configurations as documented in AASHTO, Article 10.5.4.2:

1. Non liquefied site soil configuration
2. Liquefied site soil configurations

For the latter case, residual strengths of liquefied soil layers are used for lateral and axial deep foundation response analyses. For those sites where liquefaction related permanent lateral ground displacements are determined to occur, the effects on pile performance should be evaluated. Downdrag forces on piles due to post liquefaction settlement should also be evaluated. If the above impact assessments yield unacceptable performance of the structures, appropriate mitigation measures shall be incorporated into the design.

REFERENCES

1. State of California Department of Transportation (Caltrans) Bridge Design Specification (BDS) referenced ”LRFD Bridge Design Specifications”, Fourth Edition, 2007, (Including 2008 and 2009 Interims), by the American Association of State Highway and Transportation Officials, (AASHTO).

2. State of California Department of Transportation (Caltrans), 2009, “Seismic Design Criteria, (SDC) Version 1.5.”

3. State of California Department of Transportation (Caltrans), August 6, 2009, Memorandum, “Implementation of Caltrans 2009 Seismic Design Procedure,” Kevin Thompson, James E. Davis, and Dolores Valls, Division of Engineering Services.

4. State of California Department of Transportation (Caltrans), August 12, 2009, Memorandum, “Quality Control/Quality Assurance for the 2009 Seismic Design Procedures,” Dolores Valls, Division of Engineering Services.

5. California Building Standards Commission, 2007, “California Building Code, California Code of Regulations, Title 24,” based on the 2006 International Building Code.

6. American Concrete Institute, 2008, “Building Code Requirements for Structural Concrete and Commentary”, (ACI 318-08, & ACI 318R-08.

7. American Institute of Steel Construction, 2005, “Code of Standard Practice for Steel Buildings and Bridges,” 13TH Edition, (LRFD).

8. American Railway Engineering and Maintenance of Way Association (AREMA), 2008, “Manual for Railway Engineering.”

9. National Fire Protection Association, 2008, “Standard for Road Tunnels, Bridges, and Other Limited Access Highways (NFPA 502).”

10. Allen, T.M., 2005, “Development of Geotechnical Resistance Factors and Downdrag Load Factors for LRFD Foundation Strength Limit State Design, Publication No. FHWA-NHI-05-052. Federal Highway Administration.

11. Applied Technology Council, 1996, “Improved Seismic Design Criteria for California Bridges: Resource Document,” Publication 32-1, Redwood City, California.

12. Seyed, M, April 1993, "Seismic Bridge Analysis Package", Caltrans Special Analysis Section.

13. Transportation Research Board, “Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes and Embankments,” NCHRP Report 611, 2008.

14. NCHRP, Project 12-70, “Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes and Embankments,” Draft Final Report Volume 2, Recommended Specifications, Commentaries and Example Problems, 2008.

15. Tokimatsu, K. and Seed, H.B., “Evaluation of Settlements in Sand due to Earthquake Loading,” Journal of Geotechnical Engineering, ASCE, Volume 113, No. 8, pp. 861-878, 1987.

CHAPTER 3

SUPPLEMENTARY SEISMIC DESIGN CRITERIA

Part B METRO SSDC FOR UNDERGROUND STRUCTURES

3B1.0 SCOPE

This Supplemental Seismic Design Criteria (SSDC) for Underground Structures replaces previous criteria (2003) used for Metro Gold Line Eastside Extension project. The criteria also replaces the "Supplemental Criteria for Seismic Design of Underground Structures" published in June 1984 by Metro Rail Transit Consultants.

The criteria and codes specified herein shall govern seismic design of Metro owned underground facilities including cut-and-cover subway structures, mined tunnels and stations, U-sections, shafts, earth-retaining structures, and other non structural and operationally critical components and facilities supported on or inside Metro underground structures.

These criteria address the general seismic design conditions that apply to the Metro Rail Project. Where there are cases of special designs encountered that are not specifically covered in these criteria, an appropriate technical source shall be determined and the appropriate procedure developed for the design.

3B2.0 DESIGN POLICY

The Metro Rail Project is a large-scale public project in an area highly susceptible to major earthquakes. Further, earthquake-initiated failures of selected structures and systems could lead to loss of life. For this reason Metro has developed special earthquake protection criteria for the project.

The guiding philosophy of earthquake design for the project is to provide a high level of assurance that the overall system will continue operating during and after an Operating Design Earthquake (ODE). Operating procedures assume safe shut down and inspection before returning to operation. Further, the system design will provide a high level of assurance that public safety will be maintained during and after a Maximum Design Earthquake (MDE). The definition of ODE and MDE levels is as follows:

The ODE is defined as the earthquake event which has a return period of approximately 150 years. Such an event can reasonably be expected to occur during the 100-year facility design life. The probability of exceedance of the ODE event is approximately fifty percent (50%) during the 100-year facility life.

The MDE is defined as the earthquake event which has a return period of approximately 2,500 years. Such an event has a small probability of exceedance during the 100-year facility life. The probability of exceedance of the MDE event is approximately four percent (4%) during the 100-year facility life.

3B3.0 PERFORMANCE OBJECTIVES

For the Operating Design Earthquake (ODE) which is likely to occur about once during the normal life expectancy, there shall be no interruption in rail service during or after the ODE. When subjected to the ODE, structures shall be designed to respond essentially in an elastic manner. There shall be no collapse, and no damage to primary structural elements. Only minimal damage to secondary structural elements is permitted, and such damage shall be minor and easily repairable. The structure shall remain fully operational immediately after the earthquake, allowing a few hours for inspection.

For the Maximum Design Earthquake (MDE) which has a low probability of being exceeded during the normal life expectancy, some interruption in rail service is permitted to allow for inspection and repairs following the MDE. When subjected to the MDE, it is acceptable that the structures behave in an inelastic manner. There shall be no collapse and no catastrophic inundation with danger to life, and any structural damage shall be controlled and limited to elements that are easily accessible and can be readily repaired. The structure should be designed with adequate strength and ductility to survive loads and deformations imposed on the structure during the MDE, thereby preventing structure collapse and maintaining life safety.

3B4.0 CODES, STANDARDS AND REFERENCES

The structural design for seismic loading shall meet applicable portions of the current editions of the codes, manuals or specifications identified in Section 5 - Structural/Geotechnical Criteria and those given below.

Unless otherwise noted herein, the relevant portions of the stated edition of the code or standard shall apply. If a new edition, interim specification or amendment is issued before the design is completed, the design shall conform to the new requirement to the extent practical, subject to Metro approval.

1. Technical Manual for Design and Construction of Road Tunnels – Civil Elements, March 2009 (FHWA-NHI-09-010), U.S. Department of Transportation, Federal Highway Administration, National Highway Institute.

2. Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankment, NCHRP Report 611, 2008 Transportation Research Board.

3. California Building Code, California Code of Regulations, Title 24, Part 2, California Building Standards Commission, based on the International Building Code. This code and its amendments is referred to herein as the Building Code.

4. Metro Rail Supplemental Seismic Design Criteria (Metro Rail SSDC), Chapter 2 – Seismic Design Ground Motion Criteria.

3B5.0 SEISMIC HAZARD AND DESIGN GROUND MOTION PARAMETERS

Seismic environment, seismic hazard analysis procedure and the design ground motion parameters for the Metro Rail Project are presented in Chapter 2 (Seismic Design Ground Motion Criteria) of the Metro Rail SSDC. For seismic design of underground structures, important seismic design ground motion parameters include (for both MDE

and ODE) design earthquake magnitudes, design site-to-source distances, design response spectra, design ground motion time histories (spectrum-compatible), design ground motion peak values, design soil shear displacement (or shear strain) profiles, and design fault rupture displacements and other relevant parameters.

3B6.0 GENERAL DESIGN PROCEDURE

The general procedure for seismic design of underground structures is based primarily on the ground deformation approach specified herein. During earthquakes, underground structures move together with the surrounding geologic media. Therefore, the structures are designed to accommodate the deformations imposed by the ground taking into consideration the effects of soil-structure interaction.

Underground tunnel structures undergo three primary modes of deformation during seismic shaking: ovaling/racking, axial, and curvature deformations. The ovaling/racking deformation is caused primarily by seismic waves propagating perpendicular to the tunnel longitudinal axis. Vertically propagating shear waves are generally considered the most critical type of waves for this mode of deformation (Figure 3B-1). The axial and curvature deformations are induced by components of seismic waves that propagate along the longitudinal axis (Figure 3B-2).

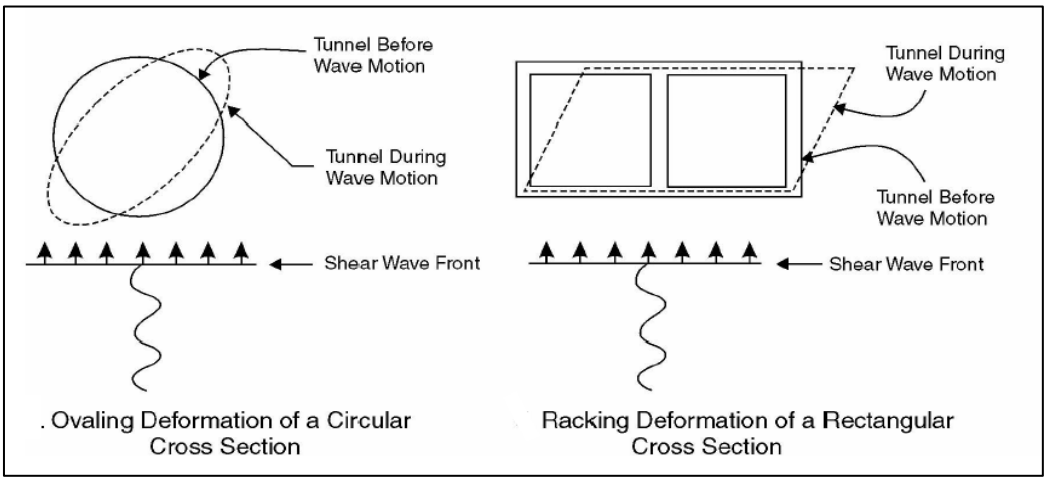


Figure 3B-1 Tunnel Transverse Ovaling and Racking Response to Vertically Propagating Shear Waves (Wang, 1993)

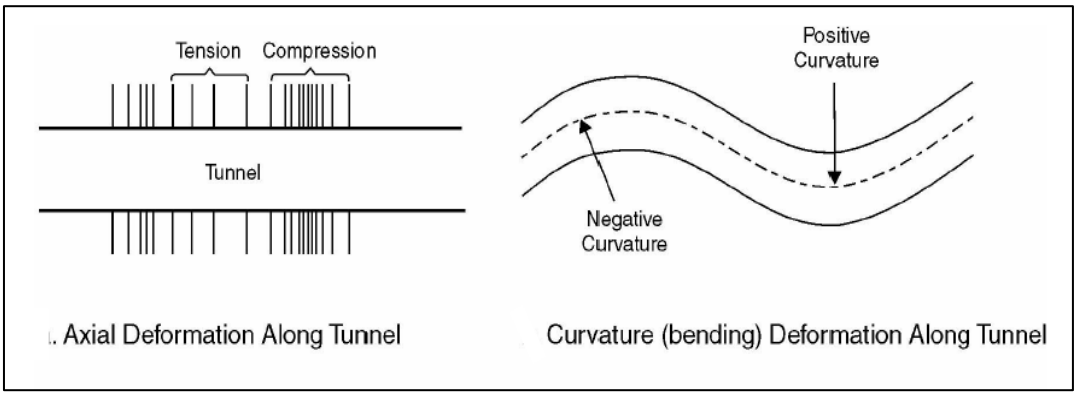


Figure 3B-2 Tunnel Longitudinal Axial and Curvature Response to Traveling Waves

3B7.0 BORED CIRCULAR TUNNELS

Bored circular tunnels include earth tunnel sections and rock tunnel sections, using either the precast concrete segmental lining or cast-in-place concrete lining. Design details for reinforced concrete tunnel lining shall be in accordance with the provisions of the California Building Code and Caltrans implemented AASHTO LRFD. Additional guidance in tunnel applications not generally covered in bridge and building codes is presented in FHWA-NHI-09-010 Report, "*Technical Manual for Design and Construction of Road Tunnels"*, Chapter 10. The design shall also comply with the requirements specified in Metro Rail Design Criteria Section 5 – Structural/Geotechnical.

3B7.1 Seismic Demands due to Ovaling Deformations

There are two general approaches to determining the seismic deformation of circular tunnels.

The first approach is based on closed form solution that accounts for soil-structure interaction effect. The closed form solution is based on the following assumptions: (1) the tunnel is of completely circular shape (without decks or walls inside) with uniform lining section, (2) surrounding soil is uniform, and (3) there is no interaction effect from adjacent tunnels or other structures.

The second approach is a numeric modeling approach that relies on mathematical models of the structures (including adjacent structures if relevant) to account for structural properties, varying soil stratigraphy and soil properties, loadings and deformations more rigorously. These structural models are generally run on computers with specialized software. If the actual soil-structure systems encountered in the field are more complex than the assumed conditions described above for the closed form solution approach which could lead to unreliable results, then the use of the numerical modeling approach should be adopted.

3B7.1.1 Closed Form Solution

For the closed form solution the seismic ovaling loads for the lining of bored circular tunnels is defined in terms of change of tunnel diameter (ΔD_{EQ}) caused by the vertically

propagating shear waves of the MDE and ODE ground motions. ΔD_{EQ} can be considered as seismic ovaling deformation demand for the lining. The procedure for determining ΔD_{EQ} is summarized as-follows:

1. Calculate the expected free field ground shear strains caused by the vertically propagating shear waves of the design earthquakes, for both MDE and ODE. The maximum free-field ground shear strains, γ_{max}, shall be derived at the elevation of the tunnel section that is of interest. The determination of the maximum free-field ground shear strain, γ_{max}, requires site-specific one-dimensional site response analyses using computer programs such as SHAKE 91 (Idriss and Sun, 1992). The acceleration time histories required for such analyses should be determined from spectral matching procedures (described in Chapter 2) where the "rock outcrop" spectra is defined by the MDE and ODE ground acceleration from the USGS 2009 PSHA Website (USGS 2009). In performing the site-specific site response analysis appropriate strain dependent shear modulus reduction curves and damping curves are to be assigned to site soil or rock strata at the site using accepted relationships such as those for cohesive soils (Vucetic Dobry, 1991) and sands (EPRI, 1993), and where the maximum shear modulus values are determined from measured in-situ shear wave velocities.

2. By ignoring the stiffness of the tunnel, which is applicable for tunnels in rock or very stiff/dense soils, the lining is assumed to conform to the distortion imposed on it by the surrounding ground with the presence of a cavity in the ground due to the tunnel excavation. The resulting diameter change of the tunnel is estimated as follows:

$$\Delta D_{EQ} = \pm 2\gamma_{max}(1-\nu_m)D$$

where:

ν_m = Poisson's ratio of the surrounding ground

D = diameter of the tunnel

3. If the tunnel is stiff relative to the surrounding soil, the effects of soil-structure interaction shall be taken into consideration. The stiffness of the tunnel relative to the surrounding ground is quantified by the flexibility ratio, F, and compressibility ratio, C, which are measures of the flexural stiffness (resistance to ovaling) and ring compression or extension stiffness, respectively, defined as follows:

$$F = \frac{E_m(1-\nu_c^2)R^3}{6E_cI_c(1+\nu_m)}$$

$$C = \frac{E_m(1-\nu_c^2)R}{E_ct(1+\nu_m)(1-2\nu_m)}$$

where:

E_m = strain compatible elastic modulus of the surrounding ground

E_c = elastic modulus of the concrete lining
R = nominal radius of the concrete lining
I_c = moment of inertia of the concrete lining (per unit width)
ν_c = Poisson's ratio of the concrete lining
ν_m = Poisson's ratio of the surrounding ground
t = thickness of the concrete lining

The strain compatible elastic modulus of the surrounding ground E_m shall be derived using the effective strain-compatible shear modulus G_m obtained from the results of the site-specific site response analysis.

The moment of inertia of the concrete lining I_c per unit width shall be determined based on the expected behavior of the selected lining under the combined seismic and static loads, accounting for cracking and joints between segments and between rings as appropriate. The cracked section of concrete shall be used for bending stress as appropriate.

4. Derive the tunnel diameter change, ΔD_{EQ}, accounting for the soil-structure interaction effects using the following equation:

$$\Delta D_{EQ} = \pm \tfrac{1}{3} (K_1 F \gamma_{max} D)$$

where:

K_1 = seismic ovaling coefficient $= \dfrac{12(1-\nu_m)}{2F+5-6\nu_m}$

The seismic ovaling coefficient curves are presented in Figure 3B-3.

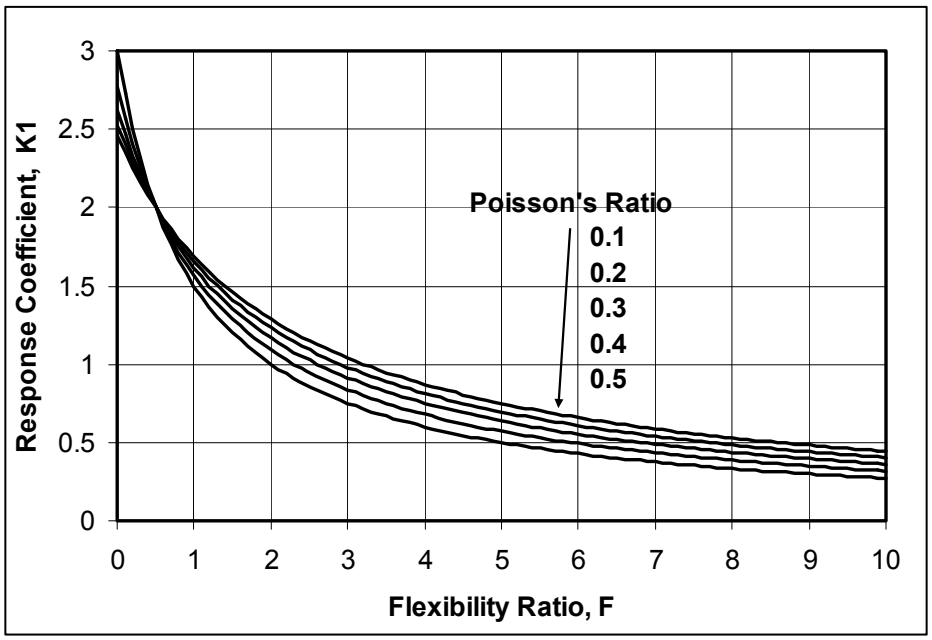


Figure 3B-3 Seismic Ovaling Coefficient, K_1

5. Derive the seismic loading effect, EQ, associated with the seismic ovaling deformation ΔD_{EQ} by using the loading combinations and load factors presented in Table 5-3 in Metro Rail Design Criteria, Section 5, Structural/Geotechnical:

If the tunnel lining is expected to behave in an essentially elastic manner and for lining that can be modeled with a uniform bending stiffness ($E_c I_c$), the internal seismic force EQ, expressed in terms of maximum thrust T_{max} per unit width and maximum bending moment M_{max} per unit width can be derived as follows:

$$T_{max} = K_2 \gamma_{max} \frac{E_m}{2(1+\nu_m)} R$$

$$M_{max} = \frac{1}{6} K_1 \gamma_{max} \frac{E_m}{1+\nu_m} R^2$$

where:

$$K_2 = 1 + \frac{F[(1-2\nu_m)-(1-2\nu_m)C] - 0.5C(1-2\nu_m)^2 + 2}{F[(3-2\nu_m)+(1-2\nu_m)C] + C(2.5-8\nu_m+6\nu_m^2)+6-8\nu_m}$$

The resulting bending moment induced maximum fiber strain, ε_m, and the hoop force (i.e., thrust) induced strain, ε_T , in the lining can be derived as follows:

$$\varepsilon_T = K_2 \gamma_{max} \frac{E_m}{2(1+\nu_m)} \cdot \frac{R}{E_c t}$$

$$\varepsilon_m = \frac{1}{6} \cdot \frac{t}{2} K_1 \gamma_{max} \frac{E_m}{1+\nu_m} \cdot \frac{R^2}{E_c I_c}$$

The lining coefficient K_2, primarily used for the thrust response evaluation, is graphically presented in Figures B-4, B-5, and B-6 for Poisson's Ratio values of 0.2, 0.35 and 0.5, respectively.

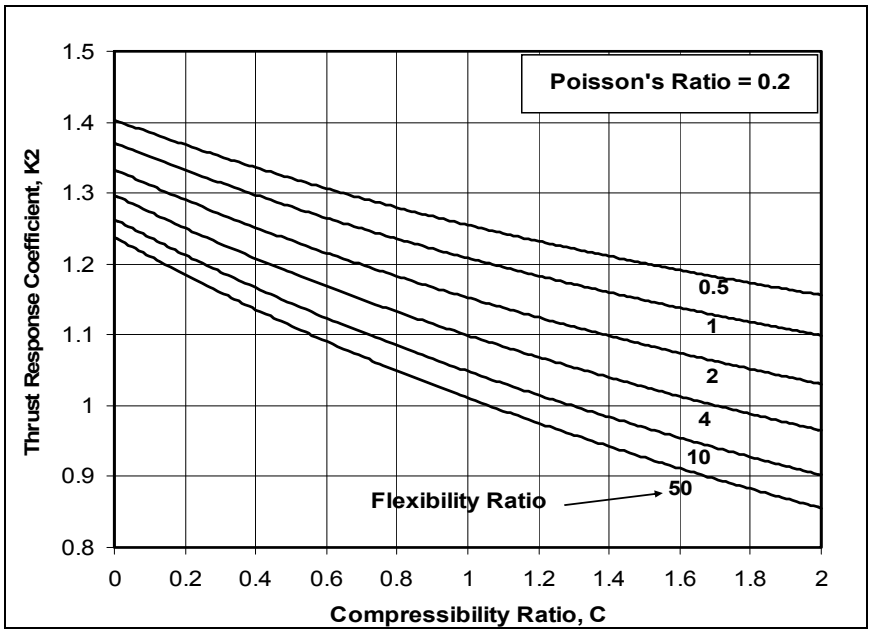


Figure 3B-4 Lining Response Coefficient, K_2, for Poisson's Ratio = 0.2 (Wang, 1993)

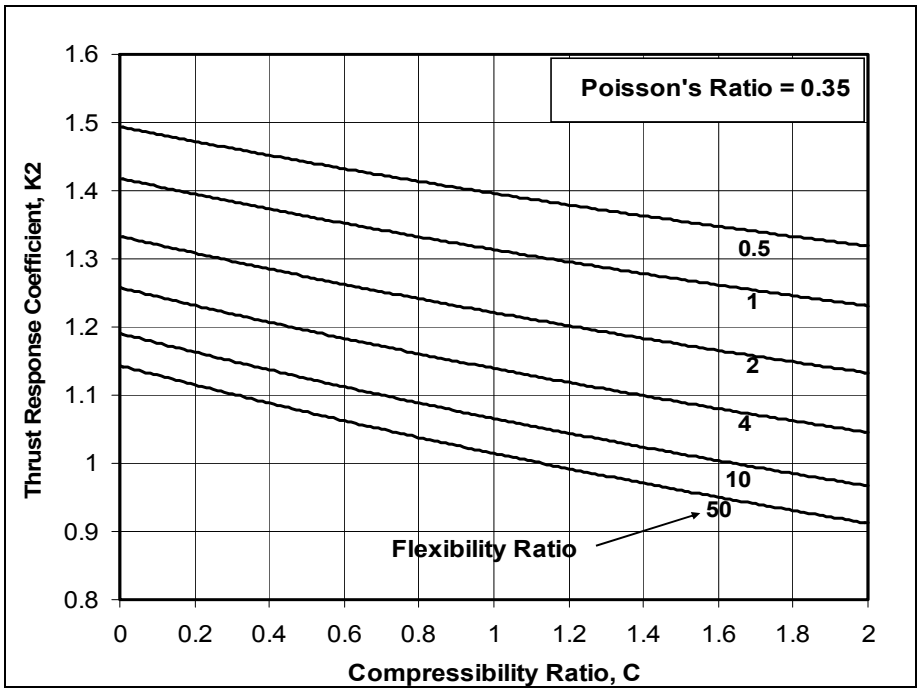


Figure 3B-5 Lining Response Coefficient, K_2, for Poisson's Ratio = 0.35 (Wang, 1993)

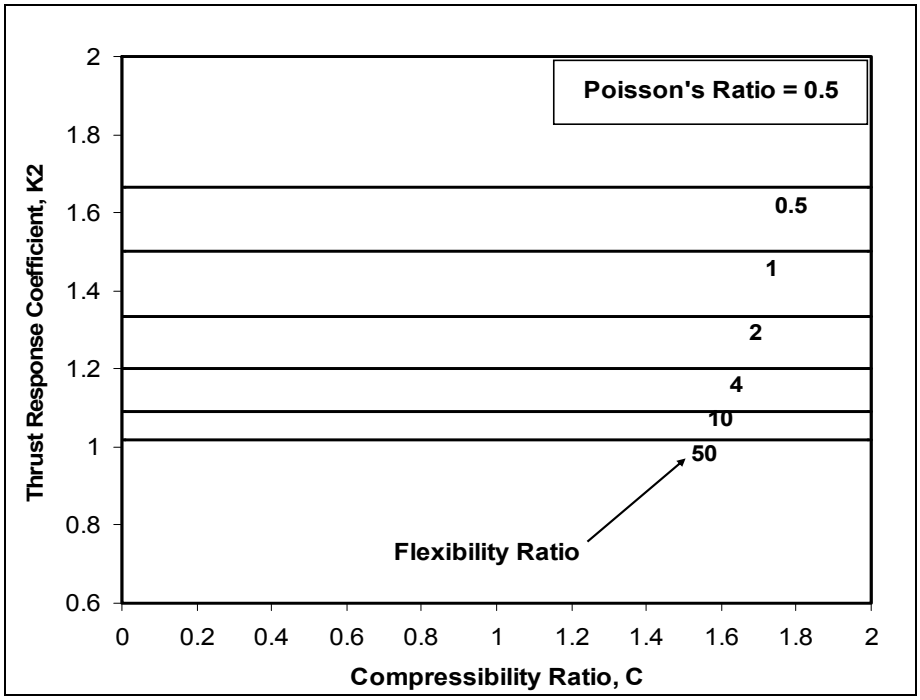


Figure 3B-6 Lining Response Coefficient, K_2, for Poisson's Ratio = 0.5 (Wang, 1993)

The equations for T_{max} and ε_T, are based on a no-slip condition at the soil/lining interface, where relative slip movement between the exterior side of the tunnel lining and the surrounding soil is assumed not to occur. This no-slip assumption produces more conservative results for evaluating T_{max} and ε_T. On the other hand, more critical results are obtained for M_{max} and ε_m, as expressed by the equations presented above, by assuming a full-slip condition at the soil/lining interface.

If inelastic displacement is anticipated to occur in the tunnel lining, such as under the MDE loading condition, the internal seismic force EQ must be carefully evaluated by considering the structural detailing of the tunnel lining (segments as well as segmental joints) and if necessary inelastic displacement-based structural analysis should be conducted to ensure the tunnel lining has adequate strength and ductility to accommodate the seismic ovaling deformation ΔD_{EQ}.

3B7.1.2 Numerical Modeling Approach

In using numerical modeling method to analyze bored tunnel cross-section subjected to ovaling deformation the following considerations should be included:

1. As a minimum, analyze the structure, surrounding ground, and seismic imposed deflections as a two dimensional soil-structure model (see example of a continuum soil-structure model in Figure 3B-7).

2. Include in the model, if relevant, the internal decks and walls to assess their effects on stress concentration and tunnel deformation (Figure 3B-7).

3. Model the effects of the liner joints, particularly where the joints are not properly restrained against opening and closing.

4. Accurately model the soil stratigraphy and soil properties and loads relative to the geotechnical profile and cross-section.

5. Apply the deformations due to the propagation of shear wave based on site-specific site response analyses for both the ODE and MDE. In general, the deformation analysis can be performed using pseudo-static or pseudo-dynamic analysis in which displacements or displacement time histories are statically applied to the soil-structure system. Dynamic time history analysis can also be used to further refine the analysis when necessary, particularly when some portion(s) of the tunnel structure can respond dynamically or under earthquake loading, i.e., in the case where the *inertial effect* of the tunnel structure is considered to be significant.

6. Evaluate the loads and deformation not only in the liner segments themselves but also at the joints.

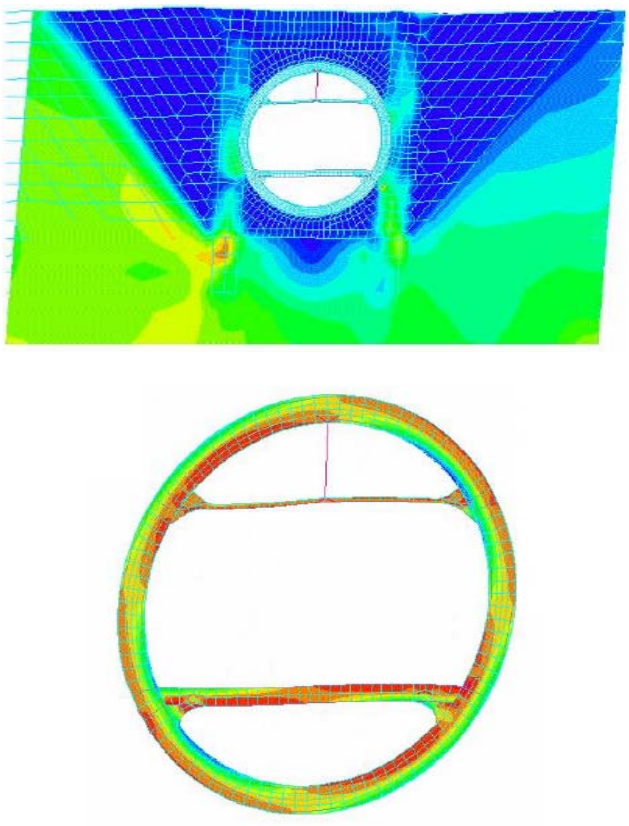


Figure 3B-7 Example of Two-dimensional Continuum Finite Element Model

3B7.2 Seismic Demands from Axial/Curvature Deformations

1. The evaluation procedures for the longitudinal response (due to axial/curvature deformations) of tunnel structures should be based on the procedures outlined in Section 13.5.2 of the Technical Manual for Design and Construction of Road Tunnels (FHWA-NHI-09-010 Report, 2009). The Free-Field Deformation procedure in section 13.5.2.1 of the Road Tunnel Manual may be used to determine the strains related to axial and longitudinal deformation of the tunnel under seismic ground motions. Supplement the analysis with Numerical Modeling Approaches similar to those in Section 13.5.2.3 of the Technical Manual where there are abrupt changes in structural stiffness or geological properties.

2. For the Free-Field Deformation analysis calculate the combined axial and bending strains from the P-Waves (pressure waves), S-Waves (shear waves), and R-Waves (Rayleigh waves) using the formulae given in Section 13.5.2.1 of the Technical Manual. The parameters associated with each class of wave are to be developed and provided by Project Geotechnical Engineers.

3. Use Numerical Modeling to investigate the effects of abrupt changes in structural stiffness or geological properties. Structural stiffness change locations can include the tunnel breakouts at the portals; where egress and ventilation shafts may joint the tunnel; and other local hard spots. Geological changes requiring numerical modeling include area of abrupt change in soil stiffness along the alignment. These include the interfaces between liquefiable and non-liquefiable soils and the interfaces between soil and rock.

3B7.3 Stability Check

1. There are two levels of stability checks for the tunnel liner design based on the performance criteria for the ODE and MDE seismic ground motions. Under the ODE there will be no to minimal damage to the lining segments, joints, and water tightness. The tunnel will be able to be put back in service after a post earthquake inspection. Under the MDE the criteria are no collapse and being able to evacuate the tunnel safely immediately after the MDE. Inelastic deformations and damage are allowed but any structural damage shall be controlled and limited to elements that are easily accessible and can be readily repaired. No collapse mechanisms are allowed.

2. Combine the seismic demands from the S-wave ovaling, axial, and curvature deformations by Square Root of the Sum of the Squares (SRSS) method.

3. Combine the seismic demands induced form the three modes of deformation during seismic shaking (i.e., ovaling, axial, and curvature deformations) with the static demand for the structure.

4. Check the section capacities relative to AASHTO LRFD as modified for tunnels in the Technical Manual for Design and Construction of Road Tunnels (Section 10.3.3).

5. Check the structure's stability relative to performance level and ductility with the following additional criteria. The concrete and steel strain limits apply to reinforced concrete lining. Where precast concrete lining are present, the concrete and steel strain limits apply to the body of the segments themselves. Separate criteria apply to the joints between the segments depending on the extent to which a ductile connection across the segments are made.

   a. For the ODE level ground motions, design the lining to respond essentially in an elastic manner with no ductility demand. Do not exceed a concrete compression strain of 0.001. Do not exceed a steel tensile strain of 0.002.

   b. For the MDE level design, inelastic deformations are allowed, but kept to the acceptable levels. Do not exceed a concrete compression strain of 0.002. Do not exceed a steel tensile strain of 0.006. For the MDE level design, the concrete strain may be allowed to exceed 0.002 but not to exceed 0.004 provided that the strain is predominantly in flexural mode.

   c. For joints without being specifically designed as ductile connection, no uplift (zero tension) is allowed across the joint. Check joint shear capacity. Shear friction approach using the compressive load across the joint may be used to check the joints shear capacity. Check the joints compressive and bearing capacity relative to unreinforced concrete, unless specifically designed bearing plates and confinement is provided.

   d. If segment joints are specifically designed as ductile connection, the concrete and steel strain limits given above may apply to the joints. Design the connection so the steel crossing the joint develops 1.25 times the yield strength of the steel without brittle failure of the concrete at the anchorages.

3B7.4 Interfaces

Interfaces between the bore tunnel and the more massive structures shall be designed as flexible/expansion joints to accommodate the differential movements. The design differential movements shall be determined by the Designer in consultation with the Project Geotechnical Engineers.

3B7.5 Geological Variations

Abrupt changes in stiffness of geologic formations shall be accommodated by designing the structures in these formations for the static and seismic loads and deformations resulting from such variations. The design parameters for these conditions will be established on a case-by-case basis by the Project Geotechnical Engineer.

The effects of abrupt changes in stiffness of geological formations are important when tunnels are in mixed face conditions, passing longitudinally from a rock formation into a soil formation or from a very stiff formation into a very soft formation. The focus in this case is on the longitudinal response of the tunnel to the differential free-field deformations between the soil (a soft formation) and the rock (a stiff formation). The most critical mode of the differential free-field deformations (along the longitudinal axis of

the tunnel) is the lateral differential deformations caused by the vertically propagating shear waves (i.e., spatially varying ground motion effects due to different site conditions).

The general procedure used for evaluating the effects of differential lateral free-field deformations on the longitudinal tunnel response in mixed face conditions due to the vertically propagating shear waves is summarized as follows:

1. Establish the free-field lateral soil and rock deformations along the tunnel alignment in the mixed face area. The free-field deformation profile along the tunnel alignment can be developed by performing multiple site-specific one-dimensional site response analyses at various locations along the tunnel alignment to account for the spatially varying ground motion effects. The site-specific analyses can be performed using site response analysis programs such as SHAKE 91 (Idriss and Sun, 1992). Refer to Section B7.1.1 for more discussions on site-specific site response analyses.

2. Derive the non-linear lateral soil or rock springs along the longitudinal alignment of the tunnel structure to represent the varying ground stiffness to be used in the mixed face area in the subsequent soil-structure interaction analysis.

3. Develop a structural model based on the properties and geometry of the tunnel structure. The articulation characteristics of tunnel circumferential joints (between two adjacent tunnel rings) may play an important role in the longitudinal seismic response of a tunnel and hence should be considered in the structural model if applicable.

4. The differential lateral free-field deformation distribution along the length of the tunnel in the mixed face area (derived from Step 1 above) is then applied to the tunnel structure model (from Step 3) through the use of equivalent soil or rock springs (from Step 2) to account for the ground-structure interaction effect.

5. The seismic demands in terms of deformations and internal forces computed from the analysis (Step 4) shall then be checked against the capacity of the tunnel structure with particular focus on the details at the circumferential joints to accommodate the required deformation and force demands.

3B8.0 REINFORCED CONCRETE BOX STRUCTURES

Reinforced concrete box structures include box (rectangular) cut-and-cover structures including passenger stations, and mined station sections that behave in similar manner as a rectangular structure during earthquake shaking. Design details for reinforced concrete box structures shall be in accordance with the provisions of the California Building Code and Caltrans implemented AASHTO LRFD. The design shall also comply with the requirements specified in Metro Rail Design Criteria Section 5 – Structural/Geotechnical.

For ODE and MDE design of reinforced concrete underground box structures use the Caltrans Seismic Design Criteria, and ACI 318 latest edition, with Metro

specified rail transit loading. These are referred to throughout these criteria as "Caltrans SDC" and "ACI", and are to be used in conjunction with the Extreme Event I (MDE) and IA (ODE) Load Combinations per Metro Rail Design Criteria Section 5.4.7.

Commentary: Note that load factors in the Criteria for Strength load combinations are based on AASHTO and therefore member capacities which are compared with those demands should be evaluated using AASHTO methods for consistency. Load factors in the Criteria for Extreme events (ODE/MDE) are 1.0 which indicates a limit state evaluation such as per Caltrans SDC is to be performed and consequently the calculated demands are independent of the capacity methodology used. The designer should use a capacity methodology appropriate to the expected material behavior at the given demands.

Seismic design of the transverse cross section of a structure shall consider two loading components:

1. The racking deformations due to the vertically propagating shear waves, which are similar to the ovaling deformations of a circular tunnel lining (see Figure 3B-1 in Section B6.0).

2. Inertia forces due to vertical seismic motions.

3B8.1 Seismic Demands due to Racking Deformations

Two general approached can be used to determine the seismic racking deformation of rectangular box structures.

The first approach is based on semi-closed form solution that has been calibrated with a series of numerical analyses for a number of soil-structure configurations. The semi-closed form solution is based on the following assumptions: (1) the tunnel is of rectangular shape, (2) surrounding soil is reasonably uniform, and (3) there is no interaction effect from adjacent tunnels or other structures.

The second approach is a numeric modeling approach that relies on mathematical models of the structures (including adjacent structures if relevant) to account for structural properties, varying soil stratigraphy and soil properties, loadings and deformations more rigorously. These structural models are generally run on computers with specialized software. If the actual soil-structure systems encountered in the field are more complex than the assumed conditions described above for the semi-closed form solution approach leading to unreliable results, then the use of numerical modeling approach should be adopted.

3B8.1.1 Semi-Closed Form Solution

The seismic racking loads for the lining of rectangular box structures are defined in terms of the sideway racking displacements caused by the vertically propagating shear waves of the MDE and ODE ground motions. The differential sideway racking displacement between the top and bottom elevations of a box structure is graphically shown as Δ_s in

Figure 3B-8. The internal forces and ductility demands due to the seismic racking deformation, Δ_s, can be derived by imposing the differential deformation on the structure in an elastic or inelastic frame analysis. The procedure for determining Δ_s, for both MDE and ODE level design and with the consideration of soil structure interaction effects, is as follows:

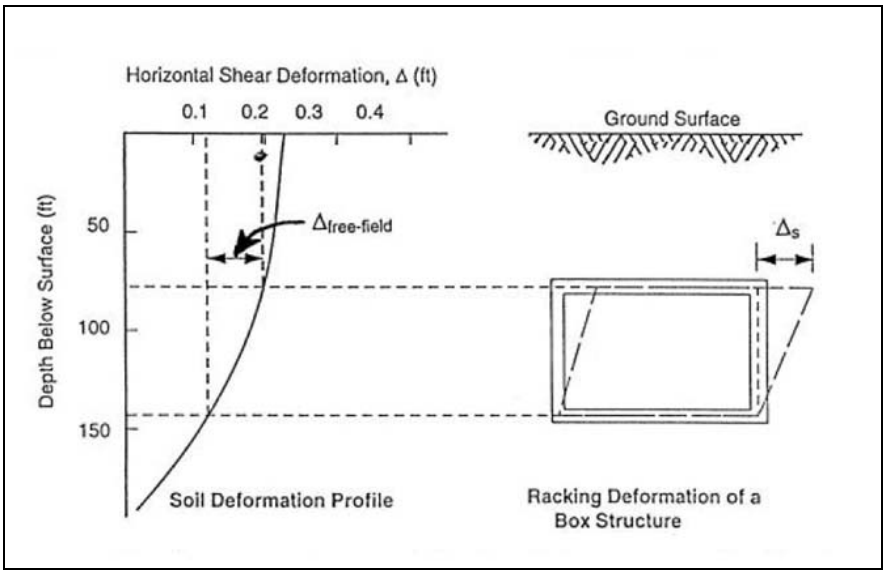


Figure 3B-8 Free-field Soil Shear Displacement Profile and Racking Deformation of a Box Structure (Wang, 1993)

1. Calculate the expected free field ground shear displacement profile caused by the vertically propagating shear waves of the design earthquakes, for both MDE and ODE (see Figure 3B-8). The development of the free-field ground shear displacement profile requires site-specific one-dimensional site response analyses using computer programs such as SHAKE 91 (Idriss and Sun, 1992). Refer to Section B7.1.1 for more discussions on site-specific site response analyses.

2. Determine $\Delta_{\text{free-field}}$, the differential free-field shear displacements corresponding to the top and the bottom elevations of the box structure (see Figure 3B-8).

3. Determine the racking stiffness, K_s, of the box structure by performing a structural frame analysis. The racking stiffness can be computed using the displacement of the roof subjected to a unit lateral force applied at the roof level, while the base of the structure is restrained against translation, but with the joints free to rotate. The ratio of the applied force to the resulting lateral displacement yields the racking stiffness K_s. In performing the structural frame analysis, the moment of inertia of the structural element I_c (for walls, floors, roof and invert slabs) per unit width shall be determined based on the expected behavior of each element under the combined seismic and static loads, accounting for cracking. The

effects of potential development of hinges shall also be considered in the frame analysis.

4. Determine the flexibility ratio, F_r ,of the proposed design of the structure using the following equation:

$F_r = (G_m / K_s) \cdot (w/h)$

where:

K_s = racking stiffness of the box structure

w = width of the box structure

h = height of the box structure

G_m = average strain compatible shear modulus of the soil/rock layer between the top and bottom elevation of the structure. The average strain compatible shear modulus shall be derived based on the results of site-specific site response analyses

5. Based on the flexibility ratio obtained above, determine the racking ratio, R_r, for the proposed structure using Figure 3B-9, or

$$R_r = \frac{4(1-\nu_m)F_r}{3-4\nu_m+F_r}$$ for no-slip interface condition (between soil and structure)

$$R_r = \frac{4(1-\nu_m)F_r}{2.5-3\nu_m+F_r}$$ for full-slip interface condition (between soil and structure)

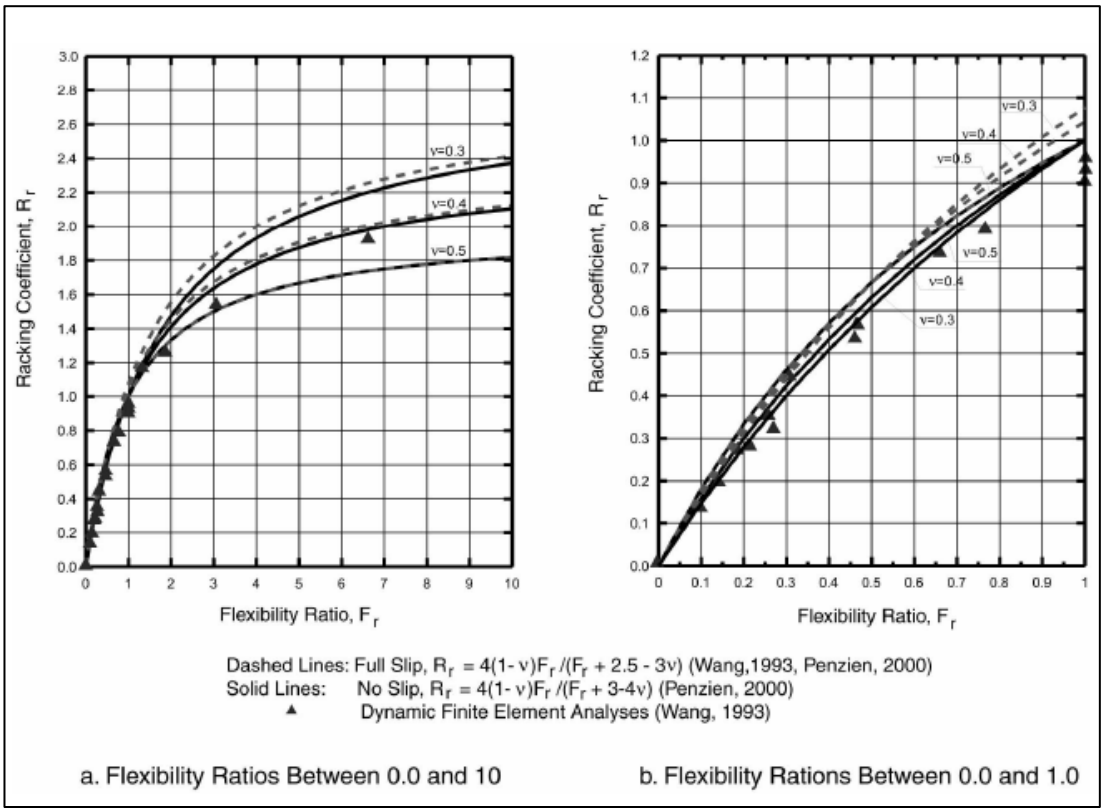


Figure 3B-9 Racking Ratio Coefficient R_r for Rectangular Box Structures (MCEER-06-SP11, Modified from Wang, 1993, and Penzien, 2000)

6. Determine the racking deformation of the rectangular box structure, Δ_s, using the following relationship:

$$\Delta_s = R_r \cdot \Delta_{free-field}$$

7. The seismic demand (due to racking deformation) in terms of internal forces as well as material strains are calculated by imposing Δ_s upon the structure in a frame analysis (elastic or inelastic) as depicted in Figure 3B-10.

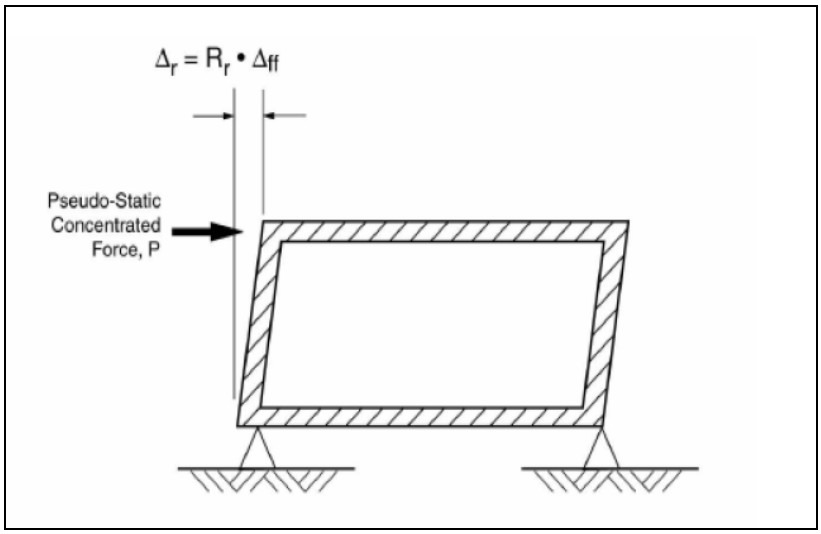


Figure 3B-10 Simplified Racking Frame Analysis of a Rectangular Box Structure (MCEER-06-SP11, Modified from Wang, 1993)

3B8.1.2 Numerical Modeling Approach

In using numerical modeling methods to analyze rectangular box structures subjected to racking deformation the following considerations should be included:

1. As a minimum, analyze the structure, surrounding ground, and seismic imposed deflections as a two dimensional soil-structure model.

2. Include in the model, if relevant, the internal floors/decks and walls to assess their effects on stress concentration and tunnel deformation.

3. Use appropriate assumption in modeling the connections between the walls and the roof or invert slabs.

4. Accurately model the soil stratigraphy and soil properties and loads relative to the geotechnical profile and cross-section.

5. Apply the deformations due to the propagation of shear wave based on site-specific site response analyses for both the ODE and MDE. In general, the deformation analysis can be performed using pseudo-static or pseudo-dynamic analysis in which displacements or displacement time histories are statically applied to the soil-structure system. Dynamic time history analysis can also be used to further refine the analysis when necessary, particularly when some portion(s) of the tunnel structure can respond dynamically or under earthquake loading, i.e., in the case where the *inertial effect* of the tunnel structure is considered to be significant. Figure 3B-11 is an example illustrating the two dimensional dynamic time history model for a cut-and cover tunnel structure.

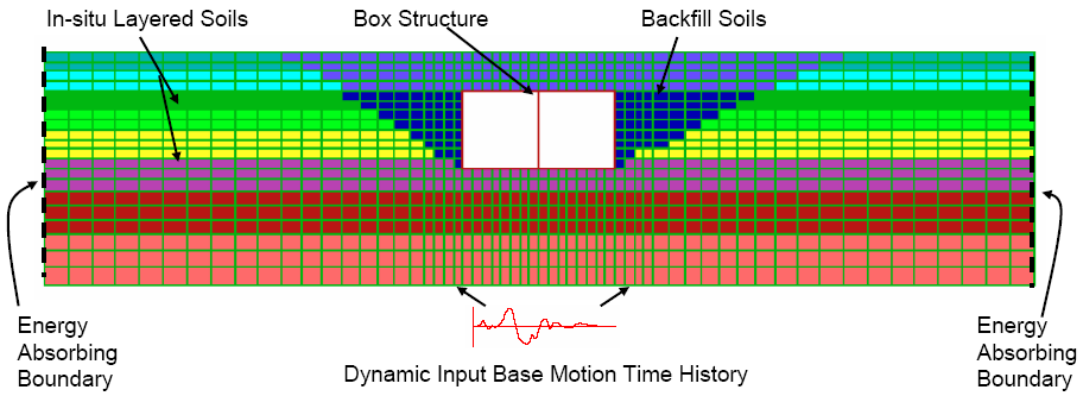


Figure 3B-11 Sample Dynamic Time History Analysis Model

3B8.2 Seismic Demands due to Vertical Ground Motions

The effect of vertical seismic motions shall be considered for rectangular box structures. For structures constructed using cut-and cover methods the effect can be accounted for by applying a vertical pseudo-static loading, equivalent to the product of the vertical seismic coefficient and the combined dead and design overburden loads used in static design. For structures constructed using mining technique, the vertical pseudo-static loading can be estimated to be the product of the vertical seismic coefficient and the combined dead load and the weight of the loosened zone above roof, which shall be determined by Project Geotechnical Engineers. The vertical seismic coefficient can be reasonably assumed to be two-thirds of the design peak horizontal acceleration divided by the gravity. This vertical pseudo-static loading shall be applied by considering both up and down direction of motions, whichever results in a more critical load case shall govern.

Seismic demands due to racking deformations and vertical seismic motions are then combined by Square Root of the Sum of the Squares (SRSS) method.

3B8.3 Stability Check

1. Check the structure's stability based on the performance criteria for the ODE and MDE seismic ground motions. ~~For the ODE level ground motions, design the lining to respond essentially in an elastic manner with no ductility demand. Do not exceed a concrete compression strain of 0.001. Do not exceed a steel tensile strain of 0.002. For the MDE level design, inelastic deformations are allowed, but kept to acceptable levels. Do not exceed a concrete compression strain of 0.002. Do not exceed a steel tensile strain of 0.006. For the MDE level design, the concrete strain may be allowed to exceed 0.002 but not to exceed 0.004 provided that the strain is predominantly in flexural mode. Segments are to act more like a column than they are a beam.~~

2. Evaluate the possible mechanisms for MDE conditions (see Figure 3B-12). Conditions with only two hinges in any one member, such as illustrated in Figure 3B-12a, are acceptable because a failure mechanism has not formed. Conditions with four hinges, such as illustrated in Figure 3B-12b, are also considered acceptable provided that the ground surrounding the structures is

stable (i.e., no liquefaction or slope instability issues) because collapse is prevented by the surrounding materials. However, formation of any of mechanisms such as 1, 2, 3, 4, or 5 in Figure 3B-12c would lead to stability problems and these mechanism are, therefore, not acceptable.

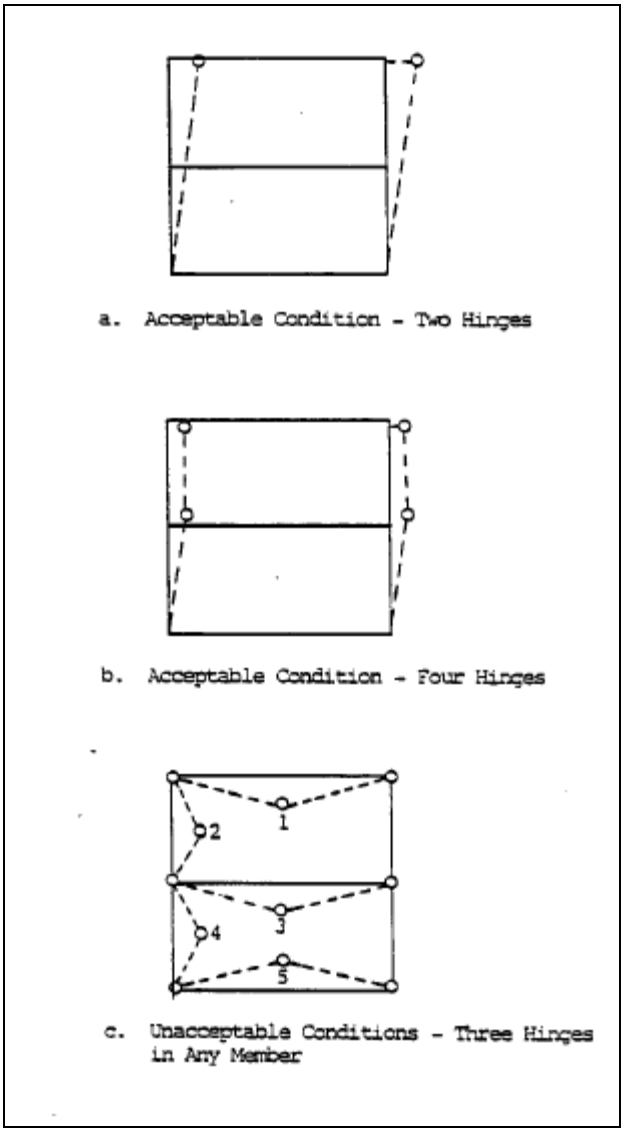


Figure 3B-12 Structure Mechanisms under MDE

3B8.4 ODE Design Approach

Member capacities shall be evaluated using LRFD resistance factors (Φ), and required demands as determined from elastic analyses shall remain at or below the design capacity of the section (Ru ≤ ΦRn, which is a demand to capacity ratio D/C ≤ 1.0).

Nonlinear methods shall be used to study soil-structure interaction and P-Delta effects. Provide special consideration to areas of discontinuity, sudden changes in loading conditions, etc.

Box structural elements shall be designed to fail in a predominantly flexural mode by requiring the design shear capacity at each end to exceed the greater of the factored shear demand determined by analysis or the force required to develop the overstrength moment of the weaker member framed into a joint. Non-ductile failure modes shall be avoided.

While limit state analyses and special detailing are not required for this level of demand, members shall still be proportioned such that the box walls will reach a limit state prior to the box roof slab, box invert slab, and box joints. Reasonable efforts shall be made to proportion members such that global failure modes are ductile.

Commentary: For ODE level ground motions, this approach may be reasonably expected to allow the box structure primary members to perform essentially in an elastic manner with no ductility demand. Elastic structural analysis models are generally adequate for evaluating Gravity and ODE demands on the box structure. Note that compression forces may not be considered in calculating the shear capacity of the roof slab and invert slab per Criteria Section 5.4.7.C. The intent of the Criteria is for the designer to use engineering judgment to consider whether the use of shear or flexural capacity increases with compression loads which may otherwise be allowed by the reference codes is conservative for the loading conditions and elements being evaluated as the codes were not expressly written for below grade concrete structures.

3B8.5 MDE Design Approach

When MDE demands are relatively low, the analysis and design may follow the approach given in section 3B8.4 for ODE with member flexural and axial capacities evaluated using the nominal capacity Mn (Φ = 1.0 for bending and axial) and member shear capacities conservatively based on the design capacity ΦVn (Φ ≤ 0.9 for shear).

For the MDE level design, inelastic deformations are allowed, but kept to acceptable levels. When MDE analysis indicates relatively high demands such that inelastic behavior can be expected or where elastic design is not economical the following sections shall apply.

3B8.5.1 Analysis

Elastic structural analysis models shall be considered adequate for evaluating MDE cases which generate member flexural demands less than the nominal

moment capacity based on expected material properties (Mne defined per Caltrans SDC), which may be estimated as 1.1·Mn when subjected to axial compression loads less than 0.1·Ag·f'c. For members subject to tension or high axial compression, this value shall be determined from a moment-curvature analysis of the section. Significant inelastic behavior is anticipated beyond Mne, therefore ductility and moment redistribution must be evaluated using inelastic analysis models which account for material nonlinearity.

Inelastic modeling shall include the effects of inelastic/plastic hinge zones, with properties based on expected material properties and strains outlined in Caltrans SDC for Pier Walls loaded in their weak direction. Instead of the bilinear elastic/perfectly-plastic hinge given by Caltrans SDC, the hinge model shall include the effect of post yield stiffness prior to reaching a perfectly-plastic region.

Commentary: It is important to note that the basic Caltrans SDC procedure is based on large levels of ductility demand (drift) while the typical below grade box structure may be expected to have a performance goal with relatively low levels of ductility demand. The full plastic moment capacity of a section as calculated using the Caltrans SDC may not develop until well beyond the strain limits specified. The inclusion of a post-yield relationship in the hinge definition is therefore necessary to allow the model to capture material stress/strain distributions at demands above the expected yield point which occur before reaching the Caltrans SDC plastic moment.

For non-linear inelastic time history analyses where the application of vertical ground motion seismic demands using SRSS per Section 3B8.2 is impractical, the effects of vertical and horizontal seismic ground motion may be applied using the alternative combination EQ = 100% EQhoriz +/- 35% EQvert.

3B8.5.2 Capacity Evaluation

Members designed to perform beyond a yield limit state shall be evaluated using a moment-curvature analysis program in a method consistent with Caltrans SDC to determine the approximate strain distribution in the concrete and reinforcement components as well as the member ductility for inelastic demand. The design shall consider the effects of both Lp per Caltrans SDC Section 7.6.2(a) as an upper bound and the lesser of Lp,min or h/2 as a lower bound unless justification of a larger value can be made.

Commentary: The idealized analytical plastic hinge length Lp per the Caltrans SDC procedure is typically longer than h/2, and is always longer than Lp,min. At low levels of inelastic demand the length of the yielding region is expected to be shorter than Lp, and its use would result in the calculation of unconservative total curvature and strain demands (due to their inverse relationship). There is limited research on hinge lengths for low levels of deformation, the h/2 lower bound is per FEMA 356 and is assumed to be conservative. It is not the intent of this section to reduce the dimensions of the plastic hinge zone for reinforcement detailing purposes.

3B8.5.3 Design

The Caltrans SDC and ACI seismic design basis is such that certain portions of members will be subjected to significant inelastic deformations, with flexural demands at those regions based on the plastic moment (Mp). Adjacent members which are to remain essentially elastic are defined as "capacity protected" and shall be designed to resist an overstrength demand moment. Where it may be shown that MDE demands are less than Mp, capacity protected components may be designed for an overstrength demand of 1.2 times the maximum demand obtained by inelastic analysis (1.2Mu) and not less than the nominal moment capacity based on expected material properties (Mne).

Commentary: The definition of Mp is different between ACI and Caltrans SDC, and may be determined per either method at the designer's discretion. The design and detailing requirements are expected to be applied consistent with the selected method throughout, do not mix and match the two procedures. Note that Caltrans SDC is based on a premise that inelastic behavior occurs only in the vertical column/wall elements (capacity protected superstructure and foundation), while ACI is based on inelastic behavior only in beam elements (strong column/weak beam), the requirements and terminology should be translated to the appropriate box configuration and elements per the performance goals in this Criteria.

Where inelastic behavior is expected to occur in a member adjacent to a slab-wall joint at MDE, the joint shall be designed as a capacity protected component. The design shall consider the forces imposed on a corner joint based on the overstrength moment of the weaker member framed into it. This will force inelastic behavior out of the joint and into the adjacent member where damage may be more readily observed and repaired.

3B8.5.4 Performance Criteria

Commentary: Section 3B3.0 describes several performance objectives for MDE, the following criteria are provided as one approach which may reasonably be expected to achieve these performance goals. Alternative criteria may be submitted with appropriate justification for Metro approval.

Inelastic behavior shall be designed to occur in locations which are readily observable and accessible for repair. Cracking of box joints and concrete spalling at the exterior of the box may not be observable or readily repairable and should therefore be avoided. Damage to the box roof slab may cause undue concern of collapse and should also be avoided.

The box roof slab, box invert slab, and box joints shall be considered capacity protected to perform as essentially elastic with MDE demands. Box walls, interior floor slabs and columns shall be designed and detailed for ductile behavior to accommodate inelastic hinging, with a minimum local displacement ductility capacity of $\mu C \geq 4$ as calculated per Caltrans SDC. MDE global displacement ductility demand μD on the inelastic cross section should be less than 4.

Commentary: The global displacement ductility demand is calculated per Caltrans SDC by dividing the ultimate displacement by the initial displacement at which the first hinge forms. Note that high gravity induced flexural demands at box joints may cause inelastic behavior during seismic racking to form quickly

under low displacement. This will result in higher (more conservative) ductility demand values than for a similar above-ground structure designed per Caltrans SDC, therefore the given performance ductility demand is to be used as a guideline only. Ductility demands exceeding this value may indicate yielding behavior occurs at low levels of seismic demand and implies greater risk of damage.

Members subject to MDE demands which exceed their nominal flexural capacity as calculated using expected material properties (Mne), shall have plastic rotation and axial demands determined by inelastic nonlinear analysis. Material strains shall then be evaluated at the plastic rotation and axial demands by using a nonlinear moment-curvature fiber section analysis.

The following strain limits are provided for control of damage where inelastic behavior is allowed:

Continuous elements with seismic cross-tie confinement:

Maximum steel reinforcement strain for reparability: 0.02

Maximum concrete strain at extreme fiber for reparability: 0.0033

Elements adjacent to discontinuities with seismic hoop confinement:

Maximum steel reinforcement strain for reparability: 0.025

Maximum concrete strain at extreme fiber for reparability: 0.004

Commentary: The reinforcement strain limit is intended to allow minimal to moderate amount of inelastic deformation of the steel reinforcement while avoiding bar buckling and fatigue failure. The concrete strain limit for continuous elements is intended to provide a reasonable control against extensive spalling of the cover and is based on two-thirds the ultimate unconfined concrete strain per Caltrans SDC. Note that concrete strain does not need to be checked for the confined portion since the strain limit at the extreme fiber (cover) will control. It is recognized that elements adjacent to openings in the box will be subject to higher demands with a corresponding increased risk of damage, however it should be confined to localized regions.

3B8.6 Detailing

Detailing of the box walls, floor and roof for inelastic behavior at MDE (D/C ratio exceeds 1.0) shall be per ACI 318 Chapter 21 and as modified by this Criteria. A minimum of two layers of reinforcement shall be used. Sufficient cross-ties shall be provided to prevent longitudinal bar buckling and comply with the confinement requirements in plastic hinge zones and joints. Cross ties in plastic hinge zones and joints shall not be smaller than #4 bars and spaced no greater than 6 inches on center along longitudinal reinforcement and 12 inches on center along the transverse direction. Cross ties shall directly engage the perimeter longitudinal bars and the location of the 135 degree hook shall be alternated at each tie along the longitudinal bar direction. Cross ties shall be considered adequate for confinement of continuous walls or slabs, hoops shall be used adjacent to areas of high local demand. Special consideration is to be given to locations where

these elements experience high axial loads, net tension, or areas at discontinuities and openings. Reinforcement splices, development lengths and details shall be based on ACI 318 or AASHTO LRFD using the appropriate requirements according to the strain and ductility demands determined by analysis.

Commentary: The detailing of an underground box for inelastic behavior is not well defined in current codes, and therefore some interpretation is required to meet the intent of the ACI or Caltrans SDC for this type of structure. The tie spacing and size indicated above are not intended to supersede code requirements which are likely to be more stringent. The designer may look to the requirements in ACI for special concrete moment frames, especially one-sided roof beam to column joints, and in Caltrans for Pier walls loaded out of plane or bridge knee joints. For additional information the designer may also refer to "Caltrans Memo To Designers 6-5" for recommendations of detailing lightly loaded pier walls for inelastic ductility. Also see requirements in Criteria Sections 5.4 and 5.4.12.2. It is desirable to place temperature reinforcement towards the exterior faces of the wall to aid in restraining primary reinforcement buckling and limit cover spalling, however this must be balanced with constructability issues.

3B9.0 VERTICAL SHAFT STRUCTURES

The primary seismic considerations for the design of vertical shaft structures are the curvature strains and shear forces of the lining resulting from ground shear strains due to vertically propagating shear waves. Force and deformation demands are particularly critical in cases where shafts are embedded in deep, soft deposits or cross boundary between two geological strata with stark contrast in stiffness. The general procedure used for evaluating the effects of ground shear strains on shaft structures due to the vertically propagating shear waves is summarized below:

1. Establish the free-field soil/rock shear deformation profile similar to the one shown in Figure 3B-8, for both MDE and ODE. This shear deformation profile is the result of ground shear strains due to shear waves propagating vertically from the base rock (or very firm base stratum) to the ground surface and shall be estimated by performing free-field site-specific site response analyses using computer program such as SHAKE 91 (Idriss and Sun, 1992). The analyses should account for the various stiffness and damping values (strain dependent) of the various soil and rock layers at the shaft site (refer to discussions in B7.1.1). The analyses should extend from the base firm stratum or the bottom of the shaft, whichever is deeper, to the ground surface.

2. Derive the non-linear springs along the vertical alignment of the shaft structure to represent the varying ground stiffness and strength to be used in the subsequent soil-structure interaction analysis. The non-linear springs should be derived by using the strain-compatible shear modulus obtained from the site-response analyses and considering the diameter/width of the shaft, as well as the discretization of the shaft structure in the structural analysis model.

3. Develop structural models based on the properties and geometry of the shaft structures.

4. The relative lateral shear deformation profile (derived from Step 1 above) between the top (usually the ground surface) and the bottom of the shaft is then applied to the shaft structure model (from Step 3) through the use of equivalent soil/rock springs (from Step 2) to account for the soil-structure interaction effect. In the analysis, the relative shear deformation is used as the prescribed displacement at the support end of each soil/rock spring.

5. The seismic demands in terms of internal forces (e.g., shear and bending forces) and material strains are computed from the analysis (Step 4) and shall then be combined with non-seismic loads for design and evaluation purposes

3B10.0 LATERAL LOADING FROM NEW OR EXISTING BUILDINGS

Where direct interaction between surface buildings and underground structures occurs, the effects of surface buildings on underground structures, expressed in terms of base shears and/or rocking moments, shall be added to the ground deformation effects on underground structures.

In cases where buildings and underground structures are separated by earth materials, the additional lateral earth pressure due to the inertial forces transmitted from the building through the earth to the underground structures shall be determined and added to the ground deformation effects on the underground structures.

3B11.0 RETAINING WALLS AND U-SECTIONS

For conventional reinforced concrete retaining walls and U-walls, seismic loads expressed in terms of dynamic earth pressures, as outlined in NCHRP Report No. 611, *"Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankment"*, (2008 Transportation Research Board), shall be followed. Special considerations shall be directed to the yielding/non-yielding nature of the walls in determining the dynamic earth pressures. For retaining walls that are allowed to accommodate some limited deformations, depending on their functioning requirements during MDE and ODE, the dynamic earth pressures may be reduced by selecting a design seismic coefficient lower than the peak ground acceleration value (expressed in terms of percent gravity, g). For U-walls, permanent sliding displacement is not likely to occur and therefore the dynamic earth pressures shall be derived based on the non-reduced peak ground acceleration value **or the numerical modeling approach similar to that as presented in Section 3B8.1.2**.

3B12.0 EFFECTS OF FAULT RUPTURE

The general design philosophy for a tunnel crossing seismically active faults is to accept and accommodate the displacements by either employing an oversized excavation, if appropriate, backfilled with compressible/collapsible material, or using ductile lining to minimize the instability potential of the lining. In cases where the magnitude of the fault displacement is limited or the width of the sheared fault zone is considerable such that the displacement is dissipated gradually over a distance, design of a strong lining to resist the displacement may be technically feasible. The structures, however, will be subject to large axial, shear and bending forces. The analysis and design must consider many important factors including, but nor limited to, the stiffness of the lining and the

ground, the angle of the fault plane intersecting the tunnel, the width of the fault, and the magnitude and orientation of the fault movement.

Analytical procedures generally used for evaluating the effects of fault displacement on lining response include structural finite-element and ground spring model and continuum soil-structure finite-element or finite-difference methods. The general procedure is summarized as follows:

1. Characterize the free-field fault displacements (i.e., displacements in the absence of the tunnel) where the fault zone crosses the tunnel, per procedure outlined in Section 2.4 (- Surface Fault Rupture Displacement) of the Metro SSDC.

2. Characterize the soil or rock behavior and derive the corresponding parameters along the longitudinal alignment of the tunnel structure to represent the varying non-linear ground stiffness and strength of the surrounding ground within as well outside the fault zone area. If the structural finite-element and ground spring model is considered appropriate and used in the analysis, then develop the nonlinear transverse and axial (frictional) ground springs to be connected to the tunnel (to model soil normal pressures on the tunnel lining or walls and axial frictional resistance along the tunnel alignment (Figures 3B-13 and 3B-14). If the continuum soil-structure finite-element or finite-difference methods are adopted, then develop proper constitutive material laws and corresponding parameters for the surrounding ground to be incorporated in the continuum soil-structure finite-element or finite-difference models.

3. Develop a structural model based on the properties and geometry of the tunnel structure. The non-linear inelastic characteristics of tunnel lining (including the presence of joints and potential hinges) may play an important role in the longitudinal seismic response of a tunnel and hence should be considered in the structural model if applicable.

4. The free-field fault displacement distribution along the length of the tunnel in the fault crossing area (derived from Step 1 above) is then applied to the tunnel structure model (from Step 3) through the use of the non-linear ground springs (from Step 2) in the structural finite-element and ground spring model to account for the ground-structure interaction effect (Figure 3B-13). If the continuum soil-structure finite-element or finite-difference methods are adopted, then the free-field fault displacement distribution is imposed to the tunnel structure in the continuum soil-structure model through appropriate boundary conditions in the model.

5. The seismic demands in terms of deformations and internal forces computed from the analysis (Step 4) shall then be checked against the capacity of the tunnel structure.

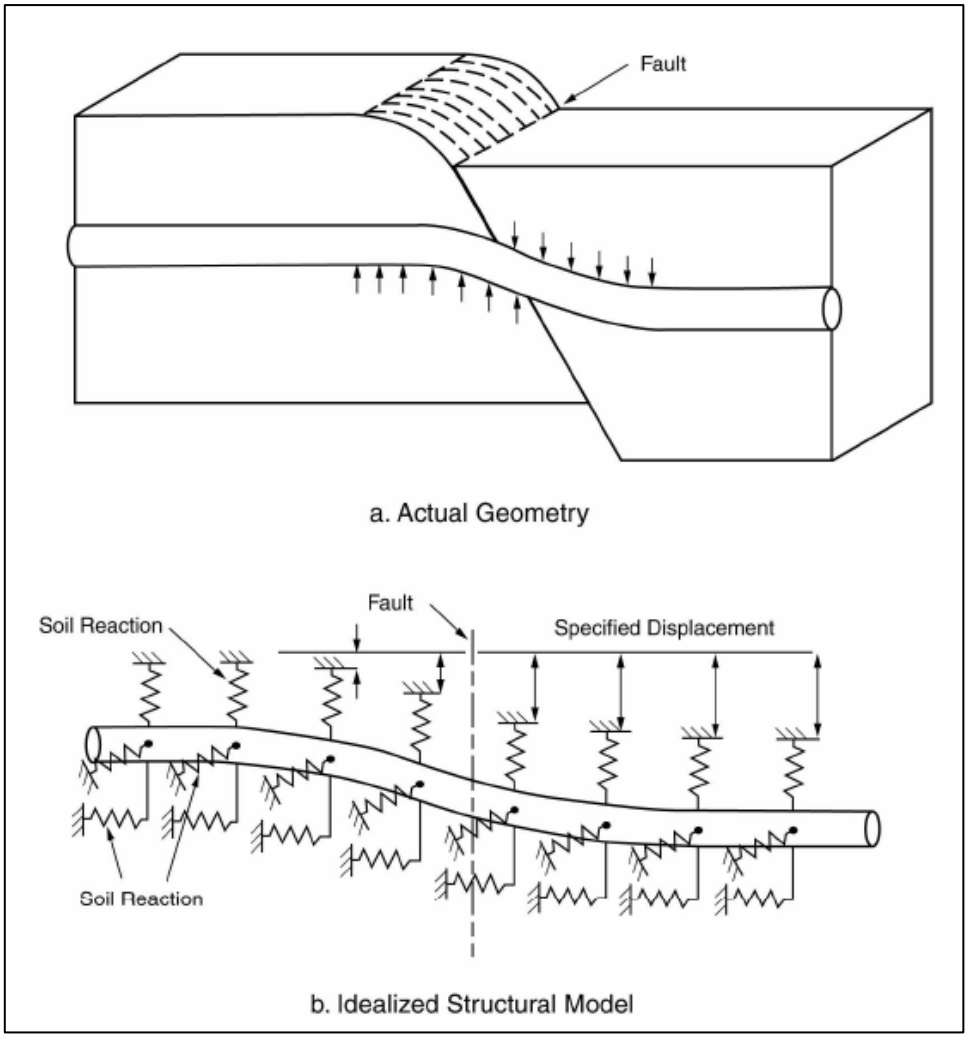


Figure 3B-13 Tunnel-Ground Interaction Model at Fault Crossing (ASCE Committee on Gas and Liquid Fuel Lifelines, 1984)

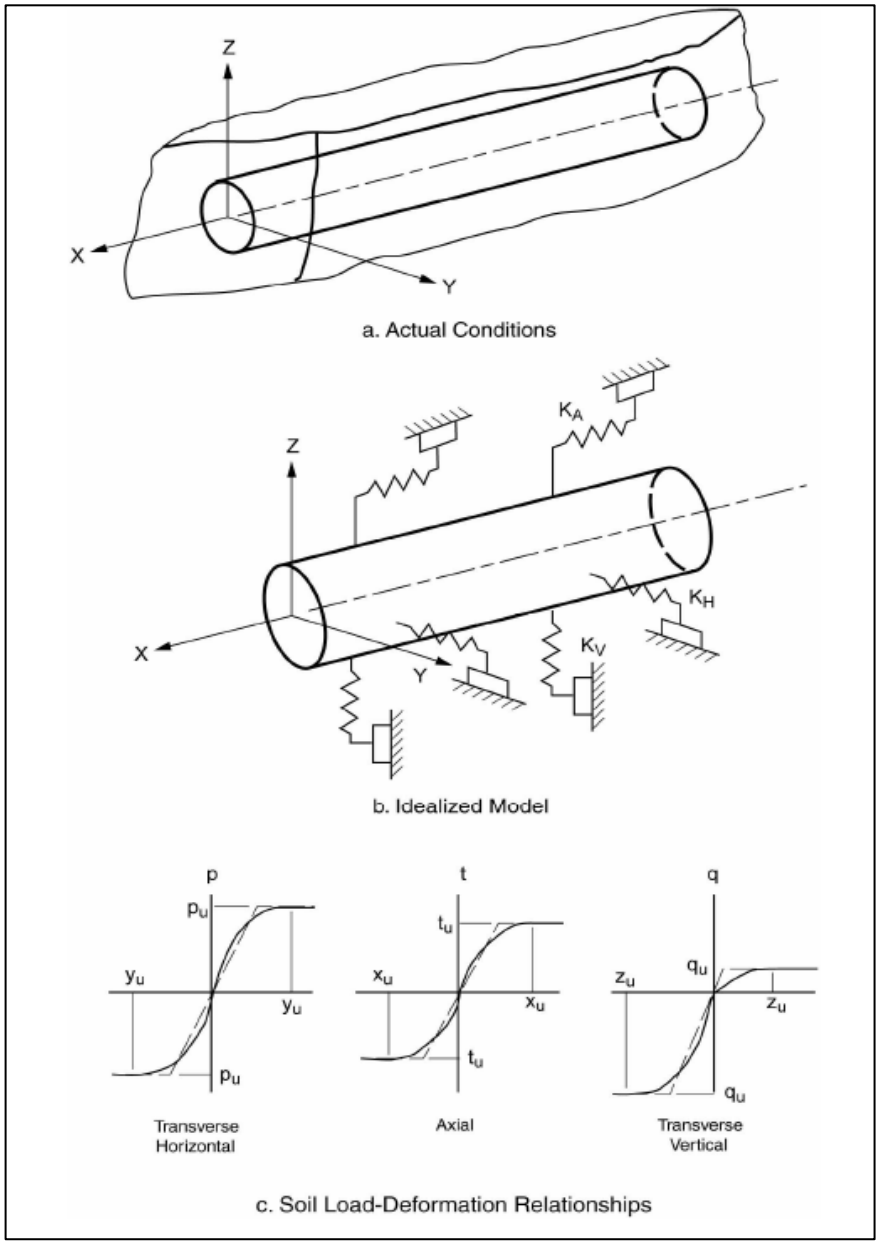


Figure 3B-14 Analytical Model of Ground Restraint for Tunnel at Fault Crossing (ASCE Committee on Gas and Liquid Fuel Lifelines, 1984)

3B13.0 SEISMIC DESIGN FOR EFFECTS OF GROUND INSTABILITY

The effects of seismically induced ground instability and permanent deformation of sloping ground or embankments on underground structures shall be considered in the design. For evaluations of slope and embankment stability, including the resulting permanent ground deformations, apply the National Cooperative Highway Research Program Report 611, Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankments, latest edition.

3B13.1 General

The stability of the ground surrounding the underground structures along the alignment shall be considered in the design. The surrounding ground includes natural and backfill earth mass located with a zone that may influence the performance of underground structures during and after earthquakes. Ground instability as a result of seismic shaking can include liquefaction, post-liquefaction settlements, and slope/embankment instability (landslide)

3B13.2 Effects of Liquefaction and Permanent Ground Deformations

The effects of liquefaction and liquefaction-induced ground deformations shall be evaluated at relevant locations along the project alignment including tunnels, the shafts, the stations, and potential slope instability affecting the structures. These shall include the following:

- Uplift, buoyancy, and flotation of the tunnels, stations, and other underground structures;
- Post-liquefaction settlements and deformations (total as well as differential;
- Lateral sliding stability of the tunnels and other underground structures;
- Loss of bearing capacity, if applicable;
- Down-drag and reduction in lateral/vertical resistance of deep foundations supporting the underground structure, if applicable.

For soil layers in which the safety margin against initial liquefaction (triggering) is unsatisfactory, a liquefaction impact analysis based primarily on a deformation approach shall be performed. Potential impacts of liquefaction include tunnel floatation, uplift pressure, increased lateral earth pressure, down-drag force, bearing capacity failure, loss of lateral support (for piles or other deep foundations), lateral spread and slope stability problems, and post-liquefaction settlements and differential settlements. Relatively dense soils that liquefy may subsequently harden or stabilize at small deformations (cyclic mobility) and thus have relatively small impact on structures. Conversely, relatively loose soils that liquefy tend to result in much larger post-liquefaction deformations.

For underground structures, the depth of liquefaction investigation shall extend to a depth that is a minimum of 80 feet below the existing ground surface of final grade, whichever is deeper.

The proposed structures shall be designed to accommodate not only the total ground deformations but also the differential deformations. The minimum differential ground settlements to be used in the design shall be one-half of the total settlement at sites where natural soils underlie the structures. When the subsurface condition varies significantly in lateral directions and/or the soils are of Holocene deposits and/or artificial fills a minimum value of greater than one-half of the total settlement shall be used as the differential settlements.

The maximum deformation due to the differential tunnel movement (combined non-seismic and seismic movements) shall not cause long tem leakage of the tunnel structures, including at its interface connections to other structures.

3B13.3 Effects of Landslide and Slope Stability

The potential for seismically induced landslides and slope instability shall be identified along the proposed alignment. If quasi-static seismic stability analysis is performed for permanent structure, the seismic coefficient shall be determined in accordance with the NCHRP Reports, “Seismic Analysis and Design of Retaining Walls, Buried Structures, slopes, and Embankment, (TRB 2008, NCHRP 2008).

For quasi-static slope stability analysis, the factor of safety shall not be less that 1.1. If the computed factor of safety is less than 1.1, an impact study shall be performed based on earthquake-induced slope movements, using a refined and more accurate method of analysis such as the Newmark Time-History Analysis or dynamic non-linear soil continuum method of analysis to estimate the movements. The Newmark Time-History Analysis is described in the National Cooperative Highway Research Program (NCHRP) Reports (611 and Volume 2 on Project 12-70), “Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankments”. The impact of the potential slope movements on the affected structures shall be assessed. If the impact assessments yield unacceptable performance of the structures, appropriate mitigation measures shall be incorporated into the design.

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END OF SECTION 5 APPENDIX
METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA

APPENDIX 4.6.3

Technical Memorandum (DRAFT), Geology and Soils

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Inglewood Transit Connector
Technical Memorandum
Geology and Soils

1. INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) understands that the City of Inglewood (City) is planning the development of an automated people mover (APM) system (approximately 1.8-mile-long) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via the Market Street and Manchester Blvd in the City of Inglewood (referred as Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five Intermodal Transit Facilities (ITF)/Maintenance and Storage Facilities (MSF). Geosyntec has examined potential impacts to the proposed Project related to geology, soils, and seismicity and provides a summary of our findings in this Geology and Soils Technical Memorandum (Report). Impacts examined in this Report include risks related to geologic hazards such as earthquakes, landslides liquefaction, and expansive soils. This Report also includes a description of the regulatory framework, significance criteria, and impact analysis related to the Project.

2. PROJECT DESCRIPTION

The proposed rail alignment and the ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at Market Street North Connection with the Metro Crenshaw Line), West Manchester Boulevard, and North Prairie Avenue (terminates at West Century Boulevard at the LASED as shown in Figure 1). The entire rail alignment and the ICS are expected to be elevated. In addition, five sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as also shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as Project Site.

3. ENVIRONMENTAL SETTING

Our knowledge of the Project Site conditions has been developed from a review of the area geology, historical information, and the referenced reports prepared by others within the Project Site vicinity. The following summarizes the regional geology, Project Site conditions, seismic setting, and the regulatory framework pertinent to geotechnical issues that may impact the Project.

3.1 Topography

The Project alignment is situated within the central portion of the City, located approximately 1.75-miles northeast of the I-105 and I-405 intersection. The proposed alignment extends along existing paved roads and adjacent to residential neighborhoods, schools, commercial and retail businesses, paved parking lots, and undeveloped lots. The Project area is relatively flat-lying, sloping gently

to the south from an elevation of approximately +150 feet Mean Sea Level (ft MSL), near the Market Street North/Metro Crenshaw Line connection, to approximately +90 ft MSL at the southern extension of the Project [Dibblee and Minch, 2007].

3.2 Regional Geology

The Project Site is located within the central portion of the Los Angeles Basin, south of the Santa Monica Mountains, near the intersection of the Peninsular Ranges and Transverse Ranges geomorphic provinces of southern California. The Peninsular Ranges province is characterized by a series of northwest trending mountains and valleys separated by faults associated with, and subparallel to, the San Andreas Fault system. These rocks were intruded by Cretaceous-age (65 million years ago [mya]) granitic basement rocks, also known as the Peninsular Ranges Batholith. The Transverse Ranges are characterized by east-west trending structural features such as the Santa Monica Mountains and the Santa Monica and Hollywood faults. The Santa Monica and Hollywood faults are considered the boundary between these two physiographic provinces.

The Los Angeles Basin is a northwest-trending alluviated lowland plane filled with thick deposits of relatively unconsolidated marine and non-marine sediments bounded by the Santa Monica Mountains to the north, the Elysian, Repetto and Puente Hills to the east, the Santa Ana Mountains and San Joaquin Hills to the south and southeast, and the Pacific Ocean to the west. The relatively flat surface of the Los Angeles Basin slopes gently south, and is interrupted by locally trending northwest alignment of low hills and mesas to the south and west that extend from Newport Beach northwest to Beverly Hills, and the Palos Verdes peninsula at the southwest extremity.

The Los Angeles Basin began forming during the Late Miocene (approximately 7.2 mya) as a result of subsidence following compressional stresses between the right-oblique Whittier and Palos Verdes fault zones, and the left-oblique Santa Monica fault system [Wright, 1991]. Sedimentary deposits within the Los Angeles Basin are estimated to range in thickness from approximately 32,000 feet to 35,000 feet within the general vicinity of the Project Site [Yerkes et al., 1965].

3.2.1 Subsurface Conditions

The Project Site subsurface conditions were observed and documented during previous geotechnical investigations performed by others within the vicinity of the Project [Geocon, 2015 and SALEM, 2016]. These explorations along with published geologic maps [Dibblee and Minch, 2007 and Saucedo et al., 2016] indicate that recent Pleistocene-age alluvium forms the surficial cover within the Project Site vicinity, often with thin localized layers of artificial fill associated with previous development activities. The anticipated geologic materials below the Project corridor are described in the following sections.

Artificial Fill

Artificial fill (af) was encountered during previous investigations within the Project Site vicinity extending up to 2 feet below ground surface (ft bgs) [Geocon, 2015] and generally consisted of brown to dark brown sandy silt and characterized as slightly moist and soft to medium stiff.

Potential fill underlying the Project alignment is likely the result of grading or construction activities associated with previous development and may vary in composition and thickness.

Alluvial Fan Deposits

As described above, geologic maps of the area (Figure 2) describe relatively small portions of the Project Site area as underlain by late Pleistocene-age alluvial fan sediments of granitic sand [Dibblee and Minch, 2007]. These alluvial fan deposits (Qae) typically consist of unconsolidated to weakly consolidated sands, silts, clays, and/or mixtures thereof (sandy silts, silty sands, etc.). These materials are generally derived from material shed off the nearby Santa Monica Mountains. The thickness of the alluvial fan deposits is likely variable along the Project alignment.

Older Alluvium

Most of the Project Site is underlain by relatively older late Pleistocene-age alluvium (Qoa). The older alluvial deposits consist of sediments that were mainly shed from the Santa Monica Mountains to the north. Composition of the older alluvial deposits primarily consists of slightly consolidated deposits of silts, clays, sands, and sandy gravel, and/or mixtures thereof (e.g., sandy silts and silty sands). Similar to the alluvial fan deposits, thickness of the older alluvium materials is likely to vary along the Project alignment, but extend to depths below anticipated development associated with the proposed Project.

3.3 Seismic Setting

The tectonic setting of the Los Angeles Basin area is dominated by right-lateral strike-slip faults with a general northwest by southeast trend as a result of the interaction between the Pacific and North American lithospheric plates. Numerous faults in southern California include “active”, “potentially active”, and “inactive” faults. Division of these major groups are based on criteria by the California Geologic Survey (CGS, formerly known as California Division of Mines and Geology, CDMG) for the Alquist-Priolo Earthquake Fault Zoning Program [Bryant and Hart, 2007]. By definition, an “active” fault is one that has had displacement within Holocene time (last 11,000 years). A “potentially active” fault has demonstrated displacement of Quaternary-age deposits (last 1.6 million years). “Inactive” faults have not exhibited displacement in the last 1.6 million years.

Faults of tectonic significance mapped in the Los Angeles region and the historical earthquake epicenters in the region are presented in Figure 3. These regional faults include the Santa Monica fault zone (SMFZ) to the north and northwest, the Newport-Inglewood fault zone (NIFZ) to the east and west, and the Cabrillo, Redondo Canyon, and Palos Verdes faults offshore to the west and southwest. Faults considered active [Bryant and Hart, 2007] and their respective distances from the Project and maximum moment magnitudes are presented in Table 1.

TABLE 1 - SIGNIFICANT SEISMIC SOURCES WITHIN 100 KM OF PROJECT

Fault or Fault Segment	Fault Type [1]	Approximate. Slip Rate (mm/yr) [2]	Dip Direction [3]	Approximate Fault Length (km) [4]	Approximate Closest Distance to Project (km) [5]	Approximate Maximum Magnitude (Mw) [6]
Newport-Inglewood (onshore)	RL	1.0	-	65	0.20	7.2
Santa Monica	O/LL, R	1.0	N	28	13	6.6
Hollywood	O/LL, R	1.0	N	17	14	6.4
Raymond	O/LL, R	1.5	N	22	21	6.8
Malibu Coast	O/LL, R	0.3	N	38	36	6.7
Redondo Canyon	R	1.0	S	12	15	6.5
Palos Verdes (Santa Monica Basin section)	RL	3.0	-	99	21	7.3
Palos Verdes (San Pedro Shelf section)	RL	3.0	-	99	21	7.3
Santa Cruz- Santa Catalina Ridge	R-RL	1.0	V	24	62	7.3
San Fernando	R	2.0	N	18	34	6.7
Sierra Madre	R	2.0	N	57	32	7.2
Verdugo	R	0.5	NE	29	22	6.9
Ventura	O/LL, R	1.0	N	20	84	6.8
San Cayetano	R	5.0	N	44	60	6.8
Simi-Santa Rosa	R	1.0	N	39	49	6.9
San Gabriel	RL	1.0	N	72	50	7.0
Whittier	RL	2.5	NE	46	31	7.0
Chino	O/RL-R	1.0	NE	28	59	6.9
Elsinore (Glen Ivy section)	RL	5.0	V	38	65	6.8
Santa Cruz Island	RL	1.0	V	69	89	7.2
Coronado Bank	RL	3.0	V	24	91	7.4
Cucamonga	R	5.0	N	28	64	7.0
San Jacinto (San Bernardino section)	RL	12.0	V	35	86	6.7
San Andreas (Mojave section)	RL	30.0	V	99	68	7.1
Cabrillo (offshore)	RL	1.0	E	10	27	6.8
East Montebello	RL	-	-	-	25	-
Oak Ridge (onshore)	R	4.0	S	49	69	7.0
Anacapa-Dume	R	3.0	N	75	39	7.5
San Diego Trough	R	-	V	-	57	-

Notes:
"-" Unspecified
1 - RL = Right Lateral Strike-Slip Fault; LL = Left Lateral Strike-Slip Fault; O/LL = Oblique Left-Lateral Fault; R = Reverse Fault
2 - Approximate Slip Rate millimeters per year (mm/yr) obtained from CGS (2003) and USGS (2008)
3 – N = North; S = South, V = Vertical, NE = Northeast, E = East
4 - Fault Length obtained from CGS (2003) and USGS (2008)
5 - Distances from Project noted are the closest distances to the surface trace or inferred projection of the fault as measured from the CDMG (1998), CGS (2003), or USGS (2008)
6 - Maximum Earthquake values reported at maximum moment magnitude by the CGS (2003) and USGS (2008)

3.3.1 Active Faults

Faults closest to the Project area that are considered "active" [Bryant and Hart, 2007] include the following:

- The Los Angeles Basin section of the NIFZ is the closest major active fault zone to the Project, with the Inglewood and Potrero fault segments located respectively at their nearest points, approximately 0.45-miles (0.75 km) east and 0.15-miles (0.25 km) west of the Project alignment (Figure 2). The NIFZ is composed of a series of discontinuous northwest trending en echelon faults extending from Ballona Gap southeast to the area offshore of Newport Beach. This zone is reflected at the surface by a line of geomorphically young anticlinal hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene-age sediments and Tertiary-age sedimentary rocks [Barrows, 1974]. Historical seismic activity (between 1977 and 1985) shows mostly strike-slip faulting with some reverse faulting along the northern segment (north of Dominguez Hills), and normal faulting along the southern segment (south of Dominguez Hills to Newport Beach) [Hauksson, 1987].
- The SMFZ is considered a continuous zone comprised of five fault segments including the Malibu Coast, Santa Monica, Hollywood, and Raymond faults, with a total length of approximately 150-miles [Dolan and Rockwell, 2000]. The SMFZ exhibits both reverse and left-lateral components of slip and is located approximately 7-miles (12 km) northwest of the Project Site (Figure 3). The SMFZ extends 25-miles from the western edge of Beverly Hills across West Los Angeles and Santa Monica to Pacific Palisades, where it trends offshore and parallels the Malibu coast near Point Dume. The SMFZ extends eastward as the Hollywood fault along the base of the Santa Monica Mountains from the West Beverly Hills Lineament in the West Hollywood-Beverly Hills area, to the Los Feliz area of Los Angeles. Although the Santa Monica and Hollywood faults are considered active, these segments have not yet been included in a State of California Special Studies Alquist-Priolo Earthquake Fault Zone (A-P Zone). The active Hollywood fault trends east-west along the southern boundary of the Santa Monica Mountains, located approximately 8.5-miles (13.5 km) north of the Project Site (Figure 3).

Other significant regional faults considered "active" which have a potential for producing large magnitude (stronger shaking) events, but lie farther away from the Project area include:

- The San Andreas strike-slip fault is located approximately 40-miles (65 km) to the northeast, along the northern edge of the San Gabriel Mountains at their contact with the Mojave Desert (Figure 3). The approximately 700-mile-long San Andreas Fault is a network of faults that collectively accommodates the majority of relative north-south motion between the North American and Pacific tectonic plates [Bryant and Matthew, 2002]. The most recent movement on the fault is estimated to be Latest Quaternary (less than 15,000 ybp) with a slip rate of 30 millimeters per year (mm/yr) [CGS, 2003] and a 100-135 year recurrence rate.

- The Whittier section of the right-lateral Elsinore fault zone is approximately 17-miles (27 km) to the east of the Project (Figure 3). The most recent movement in the fault zone is estimated to be within late Quaternary (less than 15,000 ybp) with a slip rate of 2.5 mm/yr [CGS, 2003].

3.3.2 Blind Thrust Faults

Blind thrust fault zones are considered active features that do not rupture at the ground surface. Although these features present risk by generating intense seismic shaking, their respective distances to the Project are not included in Table 1 due to the uncertainty in their vertical surface projection. Known blind thrust faults within the Project Site vicinity along with their respective slip rates and maximum moment magnitudes are described below.

3.3.2.1 Elysian Park Thrust

The Elysian Park Thrust, previously defined as the Elysian Park Fold and Thrust Belt [Hauksson, 1990], is a blind thrust fault that overlies the Los Angeles and Santa Fe Springs segments of the Puente Hills Thrust [Oskin et al., 2000 and Shaw et al., 2002]. The eastern edge of the Elysian Park Thrust is defined by the northwest-trending Whittier fault zone. The closest edge of the vertical surface projection of the Elysian Park Thrust is approximately 6-miles (10 km) northeast of the Project Site. Like other blind thrust faults in the Los Angeles area, the Elysian Park Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.3 mm/yr and a maximum moment magnitude (**M**, defined as a measurement of the size of an earthquake in terms of energy released) **M** 6.4 were estimated for the Elysian Park Thrust [CGS, 2003].

3.3.2.2 Compton-Los Alamitos Thrust

The Compton-Los Alamitos Thrust is an inferred blind thrust fault located within the south-central portion of the Los Angeles Basin. The closest edge of the vertical surface projection of the buried thrust fault is located approximately 8-miles (13 km) southwest of the Project Site. Like other blind thrust faults in the Los Angeles Area, the Compton-Los Alamitos Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.5 mm/yr and a maximum moment magnitude **M** 6.8 were estimated for the Compton-Los Alamitos Thrust [CGS, 2003].

3.3.2.3 Puente Hills Blind Thrust

The Puente Hills Blind Thrust fault (PHBT) system extends eastward from downtown Los Angeles to Brea in northern Orange County. The PHBT is comprised of three north-dipping segments overlain by folds expressed at the surface as the Coyote Hills, Santa Fe Springs Anticline, and the Montebello Hills. The PHBT exhibits an estimated average slip rate of 0.7 mm/year [CGS, 2003]. Postulated earthquake scenarios for the PHBT include a single segment rupture of a magnitude M 6.6, and a multiple segment rupture producing an earthquake of **M** 7.1. The PHBT is not exposed

at the ground surface and does not present a potential for surface fault rupture. However, based on deformation of late Quaternary age sediments above this fault system and the occurrence of the Whittier Narrows earthquake, the PHBT is considered an active fault capable of generating future earthquakes beneath the Los Angeles Basin.

3.3.3 Potentially Active Faults

Faults considered "potentially active" that are closest to the Project alignment include the following:

3.3.3.1 Overland Fault

The Overland fault located approximately 1.3-miles (2 km) southwest of the Project Site is considered potentially active. The Overland fault trends northwest between the Charnock fault and the Newport-Inglewood fault zone, extending from the northwest flank of the Baldwin Hills to Santa Monica Boulevard in the vicinity of Overland Avenue. However, there is no evidence that the fault has offset late Pleistocene or Holocene age alluvial deposits [County of Los Angeles, 1990] and is considered potentially active by the State Geologist [Jennings, 1994].

3.3.3.2 Charnock Fault

The potentially active Charnock fault is located approximately 3.8-miles (6 km) southwest of the Project Site. The Charnock fault trends northwest-southeast subparallel to the Newport-Inglewood fault zone and the Overland fault. No recent evidence suggests the fault has offset late Pleistocene or Holocene age alluvial deposits [County of Los Angeles, 1990] and is considered potentially active by the State Geologist [Jennings, 1994].

3.4 Surface Fault Rupture

Fault rupture hazard was evaluated to assess the exposure to people or structures to substantial adverse effects, including the risk of loss, injury, or death. The potential for fault surface rupture is generally considered to be significant along "active" faults and to a lesser degree along "potentially active" faults [CDMG, 1998]. Mapped active faults do not cross the Project Site and, therefore, fault rupture hazard is considered less than significant. No mitigation measures are required.

The Project does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Zoning Act [CGS, 1999]. The closest A-P Zone to the Project Site has been established for two portions of the Newport-Inglewood fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Protrero fault). Therefore, performance of a Project Site-specific fault-hazard evaluation in accordance with the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Sections 2621-2630) is not required.

3.5 Ground Shaking

The Project Site is situated within a seismically active region and will likely experience moderate to severe ground shaking in response to a large-magnitude earthquake occurring on a local or more distant active fault during the expected lifespan of the Project. The potential for significant seismically induced ground shaking in response to an earthquake occurring along a nearby active fault, such as the Newport-Inglewood fault zone, or a regional fault, such as the San Andreas fault zone, is relatively high within the Project Site area [CDMG, 1998].

The potential for strong seismic shaking is considered high; however, a geotechnical investigation will be undertaken by a qualified geologist as part of the site design. Therefore, impacts related to ground shaking would be less than significant.

3.6 Liquefaction

Seismically induced liquefaction is a phenomenon in which saturated soils lose a significant portion of their strength and acquire some mobility from seismic shaking or other large cyclic loading. The material types considered most susceptible to liquefaction are granular and low-plasticity fine grained soils which are saturated and loose to medium dense. A rapid increase in groundwater pressures (excess pore water pressures) causes the loss of soil strength.

Manifestations of soil liquefaction can include sand boils, surface settlements and tilting in level ground, lateral spreading, and global instability (flow slides) in areas of sloping ground. The impact of liquefaction on structures can include loss of bearing capacity, drag loads on deep foundations, liquefaction-induced total and differential settlement, and increased lateral and uplift pressures on buried structures. Other factors such as soil mineralogy, void ratio, overconsolidation ratio, and age are contributing factors to liquefaction susceptibility. In general, the older or denser a deposit, the less susceptible it is to liquefaction.

According to mapped liquefaction areas on the Inglewood Quadrangle [CGS, 1999], the City of Los Angeles Safety Element [1996], and the County of Los Angeles Seismic Safety Element [1990], the Project is not located within areas identified as having a potential for liquefaction. Additionally, based on a review of the regional geologic map and subsurface conditions reported in previous geotechnical investigations, and the absence of shallow groundwater, the Pleistocene-age sediments underlying the Project Site (generally dense silty sand and firm silty clay silts) are not considered prone to liquefaction. Therefore, the potential for liquefaction and its secondary effects are considered low and a Project Site-specific study in accordance with the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) is not required.

3.7 Slope Stability

Given the topographic setting and a review of previous geotechnical evaluations in the project vicinity, no historical landslides are known to exist at the Project Site or in an area that could potentially impact the Project. The Project Site is not located within an “Earthquake-Induced Landslide Zone” [CGS, 1999] and not identified as an area that has potential for permanent ground displacements. Therefore, the potential for landslides are concerned very low and seismic slope

instability mitigation in accordance with the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) is not required.

3.8 Flooding

The Federal Emergency Management Agency (FEMA) presents the flood hazard potential in the vicinity of the Project areas as part of their Flood Insurance Rate Maps. FEMA Map No. 06037C1780F, dated 26 September 2008 [FEMA, 2008], indicates that the Project Site is located in an un-shaded Zone X which is defined as "areas determined to be outside the 0.2% annual chance flood plain". Due to a lack of any reservoirs up gradient from the Project Site, flooding as a result of dam failure is not considered to be a viable hazard. Based on our review of the FEMA mapping, the geologic setting, and the Project Site elevations, the potential for flooding at the site is very low.

3.9 Other Geologic Hazards

The presence of potentially expansive clayey soil was not observed in the previous explorations performed within the proximity of the Project Site [SALEM, 2016]. Given the underlying geologic conditions within the area, typically silty to sandy soils, we do not anticipate expansive soils to be encountered within the limits of the Project Site. However, if expansive soils are encountered during the proposed grading, we recommend that these materials should be removed, mixed with non-expansive soils, or segregated and stockpiled for potential use as low permeable materials during grading. It is unlikely that expansive soil will be encountered; therefore, expansive soil does not constitute a significant hazard at the Project Site if appropriate grading practices are maintained.

Other potential geologic hazards evaluated which could possibly affect the Project Site include slope instability, floods, seiches, and tsunamis. Tsunamis are seismically induced waves generated by sudden movements of the ocean bottom during submarine earthquakes, landslides or volcanic activity. Seiches are similarly generated but are oscillating waves within bodies of water such as reservoirs, lakes or bays. The Project Site is not located within the County of Los Angeles mapped tsunami run-up zone [CGS, 2009]. Similarly, potential seiche inundation would not likely exceed the extent of tsunami run up and no significant reservoirs were identified up gradient within 10-miles from the Project Site area. Based on the physiographic setting of the Project Site, the distance to the ocean or other large water bodies, and the elevation of the Project Site, it is our opinion that the potential for flooding from seismically induced seiches and tsunamis is very low.

3.10 Groundwater

Based on a review of the Seismic Hazard Zone Report for the Inglewood Quadrangle [CDMG, 1998], the highest historical groundwater level in the area is greater than 50 ft bgs. Groundwater data provided in this document were collected between the early 1900's to the late 1990's.

According to previous investigations in the project vicinity, groundwater was not encountered within exploratory borings drilled to depths ranging from 20 to 50 ft bgs [Geocon, 2015 and SALEM, 2016]. Based on the historically high groundwater levels in the Project Site vicinity and

absence of groundwater observed during previous investigations, groundwater is neither expected to be encountered during Project construction, nor have a detrimental effect on the Project.

4. REGULATORY FRAMEWORK

The City's General Plan Safety Element policy and current City development review practices address seismic hazards under laws such as Alquist-Priolo Earthquake Fault Zoning Act, Seismic Hazard Mapping Act, Real Estate Disclosure Requirements, CEQA, Uniform Building Code and California Building Code and Unreinforced Masonry Law. Compliance with these laws and the City's seismic design standards will be required to mitigate the structural effects of seismic shaking. The City Planning & Community Development Department will enforce the seismic design provisions for Seismic Zone 4 of the California Building Code, including near-source seismic conditions.

California Public Resources Code Sections 2621-2630, the Alquist-Priolo Earthquake Fault Zoning Act, is intended to provide policies and criteria to assist cities, counties, and state agencies in the exercise of their responsibility to prohibit the location of developments and structures for human occupancy across the trace of active faults. It is applicable to any project, as defined in Section 2621.6, which is located within a delineated earthquake fault zone. As indicated in Section 3.4, the Project Site is not situated within an Alquist-Priolo Earthquake Fault Zone, and the nearest Alquist-Priolo Earthquake Fault Zones are located along portions of the Newport-Inglewood-Rose Canyon fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Protrero fault).

5. SIGNIFICANCE CRITERIA

Criteria outlined in the California Environmental Quality Act (CEQA) Guidelines were used to determine the level of significance of geology, soils, and seismicity impacts. Appendix G of state CEQA Guidelines indicates that a project would have a significant effect from these impacts if it were to:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known potentially active fault (Refer to CDMG Special Publication 42 [Bryant and Hart, 2007]);
    b. Strong seismic ground shaking;
    c. Seismic-related ground failure, including liquefaction; and
    d. Landslides;
- Result in substantial soil erosion or the loss of topsoil;

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC, 1994), creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

6. POTENTIAL IMPACTS

6.1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Known Fault Rupture Zone

The Project Site is not located within an Alquist-Priolo "Earthquake Fault Zone". The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. Therefore, impacts related to fault surface rupture would be less than significant.

ii) Strong Seismic Ground Shaking

Although the Project Site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in southern California and the effects of ground shaking will be limited by proper engineering design and construction in conformance with current building codes and engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-Related Ground Failure, Including Liquefaction

The Project Site is not located within a "Liquefaction Zone" as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map [CDMG, 1998]. Therefore, impacts related to seismic related liquefaction would be less than significant.

iv) Landslides

The Project Site is not located within an "Earthquake-Induced Landslide Zone" as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map [CDMG, 1998]. Based on the topographic setting and a review of previous geotechnical evaluations in the Project vicinity, no historical landslides are known to exist that could potentially impact the Project and would not expose people or structures to potential hazards associated with slope-instability or landslides. Therefore, no impacts related to slope instability or landslides would occur.

6.2 Result in substantial soil erosion or the loss of topsoil

The Project Site is currently developed with exiting paved roads, residential neighborhoods, office buildings and parking lots. Project construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs) would control and minimize erosion and siltation. Appropriate erosion control BMPs may include, but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms and stabilized construction site entrance/exit and any other practices laid out in the City's Low-Impact Development (LID) Standards Manual. Following construction activities, runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils. Because Project implementation would include standard construction BMPs outlined in a SWPPP, impacts related to soil erosion or loss of topsoil would be less than significant.

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

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The Project does not involve the creation of new groundwater wells. Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the Project. U.S. Geological Survey (USGS) groundwater measurements indicate that groundwater in the vicinity is at least 85 feet below grade. Since the Project does not include substantial excavation or subterranean structures, groundwater would not be encountered during construction. Project design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse would be less than significant.

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

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures.

The Project would incorporate standard construction practices to maintain the integrity of the Project site and proposed structures. Additionally, Project design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant.

6.5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

7. LIMITATIONS

The professional opinions and recommendations expressed in this Report are made in accordance with generally accepted standards of practice and were based largely on source information provided by others. No other warranty is either expressed or implied. Geosyntec is responsible for the findings contained in this Report based on the data available and information relating only to the specific Project and location discussed herein. Geosyntec is not responsible for use of the information contained in this Report for purposes other than those expressly stated in this Report, namely supporting the completion of the initial study checklist. Geosyntec is not responsible for any conclusions or recommendations made by others based upon the data or conclusions contained herein unless given the opportunity to review them and concur with them in writing.

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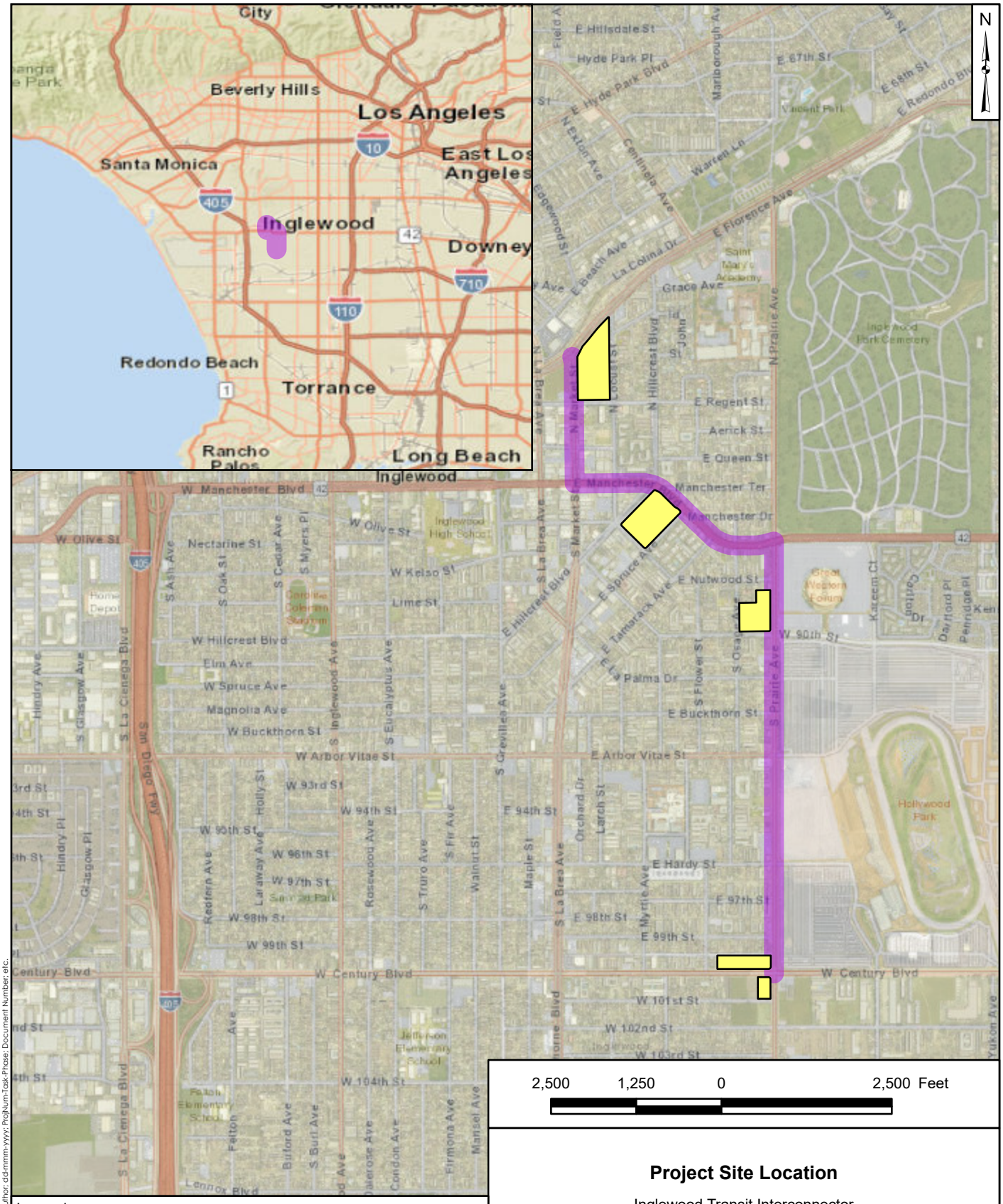
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Figure 1: Project Site Location
Figure 2: Geologic Map
Figure 3: Regional Fault and Historical Earthquake Epicenter Map

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

P:\GIS\HPA1043\HPA1043.aprx; author: dd-mmm-yyyy; ProjNum-Task-Phase; Document Number; etc.

Inglewood Transit Connection Alignment

Proposed Maintenance and Storage Facility Location

Fault

af
Qs
Qbs
Qa

SURFICIAL SEDIMENTS

Unconsolidated detrital sediments; generally undissected

af *Artificial cut and fill*

Qs/Qbs *Beach sand*

Qa *Alluvial gravel, sand and silt-clay, derived mostly from Santa Monica Mountains; includes gravel and sand of stream channels*

Qae
Qop
Qoa

OLDER SURFICIAL SEDIMENTS

Unconsolidated to weakly consolidated alluvial sediments, dissected where elevated; late Pleistocene age

Qae *Alluvial fan sediments of granitic sand at West Hollywood, derived from adjacent Santa Monica Mountains*

Qop *Paleosoil in Baldwin Hills (Fox Hills residual paleosoil of Weber et al. 1982), gray to rusty brown, sandy, locally pebbly, moderately indurated "hardpan" on* **Qoa**

Qoa *Older alluvium of gray to light brown pebble-gravel, sand, silt and clay derived from Santa Monica Mountains; slightly consolidated; in Baldwin Hills designated as Baldwin Hills sandy gravel by Weber et al, 1982, where it is much dissected and eroded*

Notes:

The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Geologic Base Map Source:

Dibblee, T.W., and Minch, J.A., 2007, Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-322, scale 1:24,000.

1,200 600 0 1,200 Feet

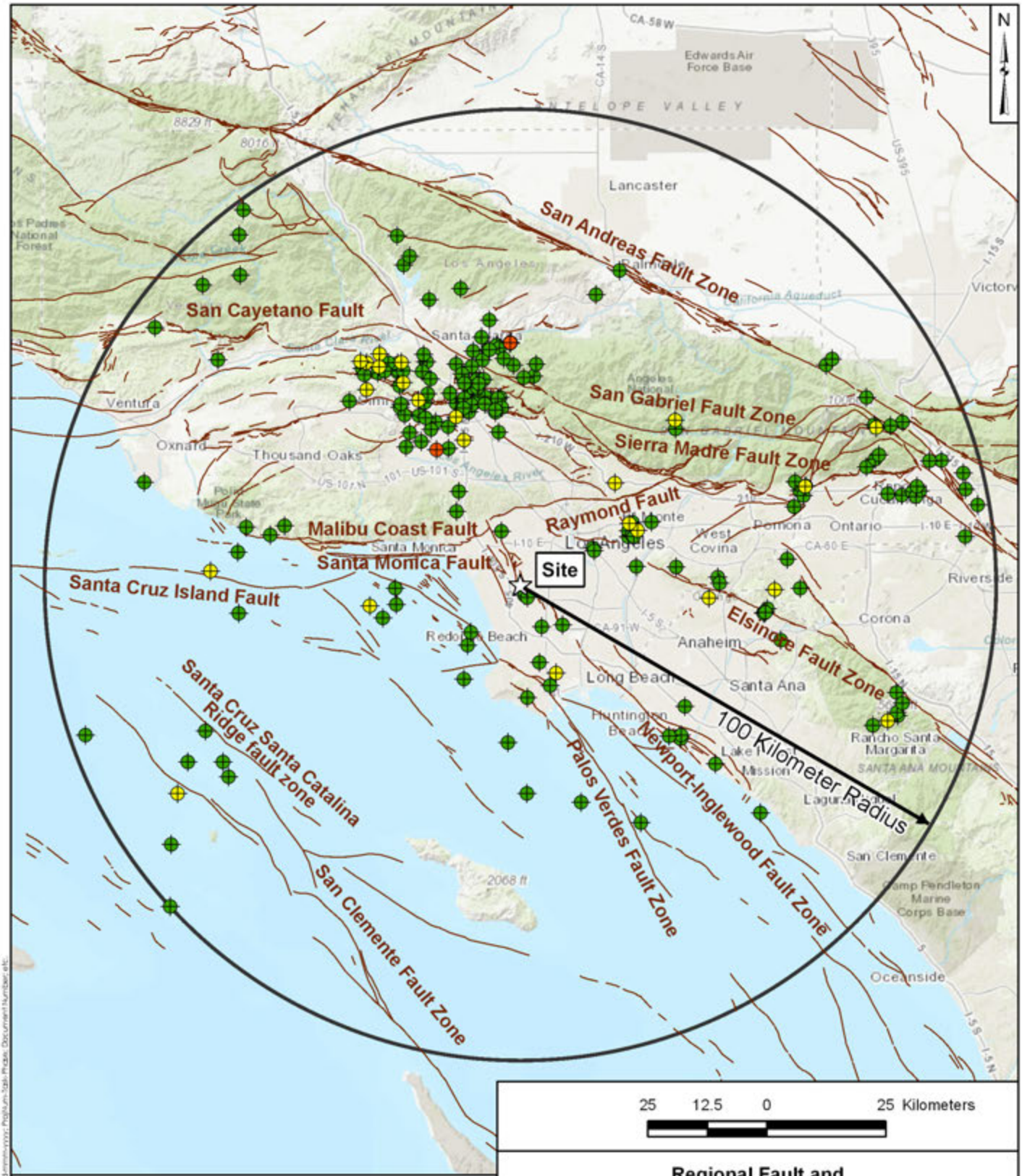
Geologic Map

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 2



Regional Fault and Historical Earthquake Epicenter Map

Inglewood Transit Interconnector
Inglewood, California

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Figure 3

APPENDIX 4.6.1

Fault Rupture Study

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FAULT RUPTURE HAZARD EVALUATION IN SUPPORT OF DRAFT EIR

INGLEWOOD TRANSIT CONNECTOR PROJECT

INGLEWOOD, CALIFORNIA

Prepared by:

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Project Number: HPA1043-05

27 September 2019

Geosyntec
consultants

FAULT RUPTURE HAZARD EVALUATION IN SUPPORT OF DRAFT EIR

Inglewood Transit Connector Project
Inglewood, California

This report was prepared under the supervision
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1. INTRODUCTION

This summary report has been prepared by Geosyntec Consultants, Inc. (Geosyntec) for Pacifica Services, Inc. (Pacifica) to present the findings of a desktop-level fault rupture hazard evaluation performed in support of the Draft Environmental Impact Report (EIR) for the proposed Inglewood Transit Connector Project (the ITC; project) in Inglewood, California. This report was prepared by Mr. Jared Warner, P.G., and reviewed by Mr. Alexander Greene, P.G., C.E.G., and Mr. Christopher Conkle, P.E., of Geosyntec, in accordance with the peer review policy of the firm.

1.1 Project Description

The City of Inglewood (City) is in the process of developing an automated people mover system (APM) titled the Inglewood Transit Connector (the ITC) project that would provide a transit connection from downtown Inglewood and the Metro Crenshaw/LAX Line to the City's major activity centers, including the Forum, the Los Angeles Stadium and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC). A Pacifica (prime contractor with the City) team will be preparing an EIR under the requirements of the California Environmental Quality Act (CEQA) to support the project.

Per the ITC Project Initial Study, released in July 2018 [Meridian, 2018], the project will consist of an elevated, automated people mover (APM) system. The length of the proposed APM system is approximately 1.8 miles, extending southward from the Market Street/Metro Crenshaw Line connection along South Market Street, continuing eastward along East Manchester Boulevard, southward along North Prairie Avenue, and terminating at the intersection of West Century Boulevard and Prairie Avenue located adjacent to the LASED and IBEC (Figure 1). In addition to dual aerial guideways, the project will also consist of up to 5 APM stations, a Maintenance and Storage Facility (MSF), and one Intermodal Transportation Facility (ITF). Potential locations of these facilities are shown on Figure 1.

An alternative project design (Market Street Alternative) is being considered which relates to the parcel at the southeastern corner of Market Street and Florence Avenue (Figure 1). It is our understanding that the proposed Market Street Alternative would include an alternate guideway alignment near the northern terminal of the line, a pedestrian walkway connecting to the Metro Florence/La Brea Station, an above-ground mezzanine, vehicle parking, and potentially commercial and residential development. The components of the Market Street Alternative were included in the preliminary design plans provided to Geosyntec, dated 28 November 2018 and titled "Streetscape A- Market

Street Alt 1" and "Streetscape A- Market Street Alt 1 – High" and are shown on Figures 1 and 5).

CEQA Guidelines indicate that a project would have a significant effect from fault rupture impacts if it were to *"expose people or structures to substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone (APEFZ) map for the area or based on other substantial evidence of a known fault."* Based on the Geology and Soils Technical Memorandum prepared for ITC Project Initial Study [Geosyntec, 2018], fault rupture was identified as a "potentially significant impact" to the project. To further address this significance criteria, Pacifica has requested that Geosyntec perform this desktop-level evaluation to provide more-detailed information regarding the significance of potential fault rupture for both the base case and Market Street Alternative, along with the development of potential mitigations as appropriate.

1.2 Objective and Scope of Services

The objective of this desktop-level evaluation was to provide additional information regarding the significance of potential fault rupture hazard along the base case and Market Street Alternative project alignments. Professional services in support of this project were performed in accordance with our approved proposal, dated 21 September 2018. The scope of services included the following:

- Researching the availability of fault rupture related documentation from federal, state, and local sources within the vicinity of the project alignment;
- Reviewing available physiographic information including geologic and geotechnical information;
- Performing on-line and in-person data searches of available documents; and
- Documenting the procedures, findings, opinions, and conclusions of the fault rupture hazard evaluation in this report.

2. METHODS

The evaluation of fault rupture hazard was based on a review of maps and readily accessible geologic and geotechnical records obtained from publicly available online resources, including municipalities and agencies with jurisdiction near or along the project alignment. Online and in-person data searches were performed in order to compile available documents and incorporate relevant information into our assessment. No site reconnaissance, geologic mapping, subsurface, or site-specific investigations were performed as part of our evaluation.

3. ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES AND FAULTS

Fault rupture hazard was evaluated to assess the potential for exposure of people or structures to substantial adverse effects, including the risk of loss, injury, or death. The potential for fault surface rupture is generally considered to be significant along "active" faults and to a lesser degree along "potentially active" faults [CDMG, 1998; USGS, 2018].

The ITC alignment does not lie within the boundaries of APEFZ delineated active or potentially active faults (Figure 2) as defined by the State of California in the Alquist-Priolo (A-P) Earthquake Zoning Act [CGS, 1999]. The nearest APEFZs to the Project include two segments of the Newport-Inglewood fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Potrero fault), as presented on Figures 2 and 3. Therefore, a project Site-specific fault hazard evaluation in accordance with the A-P Earthquake Fault Zoning Act (Public Resources Code [PRC] Sections 2621-2630), is not required per State regulation.

4. RECORDS REVIEW

Geosyntec contacted federal, state, and local agencies, and accessed associated online databases to identify geologic and geotechnical information pertaining to the project area. Requests to and documents received from the following agencies are listed below:

- City of Inglewood Building and Safety Division;
- California Geologic Survey (CGS);
- California Department of Transportation (Caltrans);
- Los Angeles County Department of Public Works (DPW) – Building and Safety;
- Los Angeles County Metropolitan Transportation Authority (Metro); and
- United State Geological Survey (USGS)

As part of this records review, Geosyntec reviewed 42 separate investigations within the general project area. Pertinent records received to date and/or reviewed on publicly available online sources are summarized below. If files are received after finalization of this report that change the conclusions stated herein, an addendum will be prepared.

4.1 City of Inglewood Building and Safety Division

On 13 December 2018, Geosyntec performed an in-person document review at the City of Inglewood Building and Safety Division's permit counter. Geosyntec requested previous fault hazard investigation reports for 61 Assessor's Parcel Numbers (APNs) adjacent to or within the vicinity of the project. This initial document request primarily focused on parcels with the highest likelihood for having previous fault hazard studies, consisting of larger developments, commercial properties, hospitals, schools, and other critical facilities. Of the reports provided by the City, only three contained information on previous fault hazard studies. Additionally, transmittal of digital or electronic copies of these reports were not permitted by the City. Locations of the previous investigations reviewed are shown in Figure 4. A summary of the reports and their findings are presented in Table 1.

4.2 CGS

On 21 December 2018, Geosyntec received the "A-P Site Investigations Database" (.kmz file) from the CGS. The database includes the A-P File Number and locations of previous fault hazard investigations performed within and/or near mapped A-P Zones in California, through 18 August 2016. Following review of the database, Geosyntec

requested reports for 37 previous fault investigations completed adjacent to or within the vicinity of the Project. Locations of the previous investigations are also shown in Figure 5. A summary of the reports and their findings are presented in Table 1.

Based on the review of previous fault hazard investigation reports received from the CGS, evidence of faulting or previous fault rupture within the immediate vicinity of the project was only identified in one of the 37 investigations reviewed. The findings of that study are described below.

AP File No. 2187 - Preliminary Geologic Exploration Special Studies Zone Review, Jeffery A. Johnson, Inc. (Johnson, 1988)

Johnson performed a fault hazard investigation for a proposed El Pollo Loco restaurant located at 426 North La Brea Avenue, Inglewood, California, which is situated within an established APEFZ. Johnson identified a fault strand associated with the Newport-Inglewood fault zone within three excavated trenches performed at the site. Johnson indicated that although previous removal of the upper sediments at the site precluded age estimation of the most recent movement or rupture, the fault should be considered active. The investigations performed for this study are situated approximately 0.25 miles northwest of the proposed Market Street APM Station (Figure 4) and appears to generally correspond to the mapped location of the Inglewood APEFZ.

4.3 Caltrans

Geosyntec queried Caltrans Digital Archive of Geotechnical Data (GeoDOG) website [State of California, 2017] on 14 December 2018. No previous fault hazard investigations performed within the project area were identified in the Caltrans database.

4.4 Los Angeles County Department of Public Works

On 17 December 2018, Geosyntec contacted the Los Angeles County Department of Public Works (DPW) requesting previous fault hazard investigations for parcels in the vicinity under their jurisdiction. DPW provided reports for investigations previously performed at the southern portion of Los Angeles Southwest College, located approximately 2.3 miles southeast of the planned Century Boulevard APM station. This locations is outside the coverage area of Figure 4. A summary of this report is provided below.

Report of Fault Rupture Hazard Investigation, MACTEC, (MACTEC, 2003)

MACTEC performed a fault rupture hazard investigation within the eastern portion of the Los Angeles Southwest College campus, which is located in a delineated APEFZ.

MACTEC identified two zones of primary fault rupture associated with the Newport-Inglewood fault zone. A secondary splay of the Newport-Inglewood fault zone had been previously identified in the central portion of the campus between the existing Admission and Lecture/Lab buildings. The identified fault within the referenced portions of the Los Angeles Southwest College is situated approximately 2.3 miles southeast of the proposed Century Boulevard APM Station, outside the coverage area of Figure 4.

4.5 Metro

On 10 and 14 January 2019, Geosyntec contacted the Metro Records Management Center and submitted a public records request for potential fault investigations performed for the existing Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX). Geosyntec also queried MTA's online Dorothy Peyton Gray Transportation Library and Archive and located a geotechnical investigation completed for the Crenshaw/LAX project [HMM, 2010].

The HMM report indicated a limited fault rupture study of the Newport-Inglewood fault zone was planned for the Florence/La Brea station to evaluate the locations of active traces of the Inglewood fault that were suspected to cross the Crenshaw/LAX project alignment in the vicinity of La Brea Avenue and the proposed Florence/La Brea station at that location. The fault investigation report [EMI, 2010] was subsequently located by Metro and provided to Geosyntec.

Additionally, subsequent to the identification of the EMI report, Metro provided two additional Crenshaw/LAX reports to the Meridian team. These reports: the Geotechnical Data Report (GDR) [HMM, 2012a] and Preliminary Geotechnical Engineering Design Technical Memorandum [HMM, 2012b] present detailed information related to the results of this investigation and development of related recommendations for the Crenshaw/LAX project.

The following sections provide details regarding the finding of these Crenshaw/LAX project reports and related discussions with Metro.

4.5.1 Earth Mechanics, Inc., [EMI, 2010]

The objective of the EMI fault investigation was to identify active traces of the Inglewood fault crossing the Crenshaw/LAX corridor at the location of the proposed Florence/La Brea station and its alternate site near the intersection of La Brea Avenue and Florence Avenue. The fault investigation consisted of performing geologic mapping, aerial-photograph analysis, geophysical surveys, and exploratory drilling. A summary of EMI's field investigation and their findings are provided in the subsections below.

4.5.1.1 Aerial Photography Analysis/Geologic Mapping

EMI completed a preliminary site reconnaissance on 15 June 2010 to confirm access for field exploration and assess information compiled from a records review of available geologic information. Additional geologic mapping was conducted on 10 September 2010 and samples from rock outcrop and soil exposures mapped north of the original Metro Florence/La Brea Station site (located northwest of the Market Street APM Station and Market Street Alternative for this project) were compared with samples from the geotechnical explorations.

An aerial photographic review of the pre-urban development setting for the area was performed utilizing stereographic historic aerial photograph sets from 1923, 1938 and 1952 to conduct a lineament evaluation. The lineament evaluation identified several linear topographic and vegetation features suspected to be a result of previous surface faulting. The identified lineaments were compared with previous published geologic maps [Bryant, 1988; Dibblee; 2007; and Poland et al., 1959] and revealed similarities in the locations of the linear features including the Centinela Creek, Inglewood Park Cemetery, Manchester Avenue, and Townsite faults (Figures 3 and 4).

4.5.1.2 Geophysical Survey

EMI's interpretation of seismic reflection profiles indicated two geophysical anomalies located west of La Brea Avenue that generally coincides with the mapped Inglewood fault and are within the designated APEFZ.

A third anomaly was identified on the east side of La Brea Avenue underlying a portion of the proposed alternate Florence/La Brea station (Figure 5 and 6). This geophysical anomaly was suggested to coincide with a splay of the southern Inglewood fault, or the Townsite fault identified by Poland et al. [1959] a feature which is not included in the APEFZ. Although exploratory drilling and cone penetrometer soundings (CPTs) completed for this investigation did not reveal any definitive information on faulting, EMI suggests the possibility of lateral displacement without large vertical offsets associated with the geophysical anomaly identified in the seismic reflection profiles could not be ruled out due to the strike-slip nature of the Newport-Inglewood fault zone.

4.5.1.3 Subsurface Drilling

As part of the geotechnical investigation, EMI conducted a subsurface drilling program, generally located along the Metro Line adjacent to Florence Avenue, consisting of six CPTs, one hollow-stem auger boring (HSA), and one angled core boring (Figure 5). As part of the evaluation they also included a review of one CPT and one HSA boring drilled

for a previous study for the Advanced Conceptual Engineering (ACE) phase of the geotechnical investigation [HMM, 2010].

The preliminary ACE explorations identified a predominance of sands with gravel east of the Inglewood fault and predominantly clayey and silty finer grained material to the west. The EMI drilling program encountered similar subsurface materials, but noted that neither the HSA boring nor CPT sounding provided definitive data on faulting. The angled core boring was advanced at a 45 degree inclination to intersect the geophysical anomaly zone east of La Brea Avenue, but data collection was hampered due to drilling challenges and spotty core recovery and ultimately the exploration was not able to further define the presence of faulting.

4.5.1.4 Conclusions and Recommendations

Evaluation of the seismic reflection profiles indicated potential zones of faulting on both the west and east sides of La Brea Avenue. These zones corresponds to both previously mapped APEFZ portions of the NISZ and as well as areas not mapped as part of the APEFZ which were designated as geophysical anomalies. However, the results of the drilling program were inconclusive as to the activity of the non-APEFZ delineated anomalies suspected to be faults.

4.5.2 Geotechnical Data Report, [HMM, 2012a]

The Geotechnical Data Report for Crenshaw/LAX project includes as an appendix a Fault Investigation report (Appendix L) which builds on the [EMI, 2010] investigation to provide input to the project, particularly regarding the location of the Florence/La Brea Station.

The report uses as its basis the concept that the California Building Code requires the avoidance of active faults at locations were life safety may be an issue. The report opines that if present “fault rupture [hazard] could be destructive to project facilities and could place human life in jeopardy, especially at elevated and subsurface boarding stations where people would congregate”. The report goes on to identify active faults as not only those which have an APEFZ established, but also those which are “considered to have been active in Holocene time by an authoritative source, or federal, state, or local government agency.”

Relative to the planned Florence/La Brea station, the report found that there are zones of potentially active faulting both east and west of La Brea Avenue as well as to the north and south. The report found that the geophysical “anomaly that essentially coincides with the Townsite fault” as identified by Poland et al [1959]. It continues: “Although the Townsite fault is not presently mapped as an Alquist-Priolo Earthquake Zone Fault, its

location within the active Newport-Inglewood Fault Zone, and its apparent intersection with the Newport-Inglewood Structural Zone, as well as recent earthquake activity, strongly suggest that it is a young fault with a potential for surface rupture."

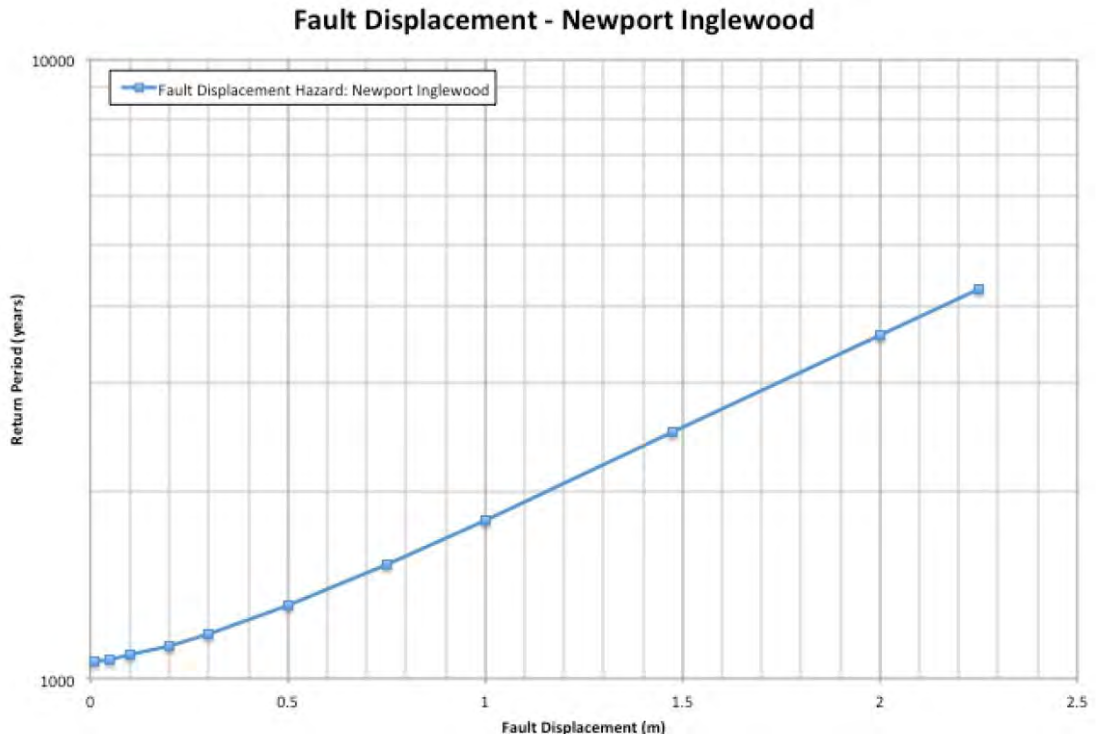
The report concludes that the Florence/La Brea station should be shifted to the east, away from the geophysical anomaly associated with the Townsite fault. The station was subsequently constructed to the east of the Townsite fault feature in compliance with these recommendations.

4.5.3 Preliminary Geotechnical Engineering Design Technical Memorandum [HMM, 2012b]

Section 5.1.4 of the Preliminary Geotechnical Engineering Design Technical Memorandum for the Crenshaw/LAX project provides input relative to fault rupture hazard. In conclusions similar to the Geotechnical Data Report [HMM, 2012a], the memorandum states, "Based on our current, limited understanding of the Newport Inglewood fault zone (NISZ) in the vicinity of the Florence/La Brea Station, with geophysical anomalies both to the east and west of the currently mapped AP zone, it seems likely that surface rupture may not be limited to the presently mapped AP zone." It also presents the results of deterministic and probabilistic fault rupture displacement studies conducted.

The deterministic analysis conducted indicates that the NISZ is capable of producing "magnitude 7.1 earthquake which could generate an average of about 3.9 feet of displacement". The "horizontal component of displacement could be about 3.0 to 3.1 feet with and the vertical component about 0.7 to 0.8 feet." This is a conservative basis for the displacement across the entirely of the NISZ.

A probabilistic fault displacement hazard analysis was also conducted to establish a more definitive assessment of the hazard. This evaluation resulted in a "displacement hazard curve that would apply to any location along the alignment which is crossing a fault trace of the suite of individual faults which make up the Newport Inglewood fault zone." Figure 5-12 of that report excerpted below presents that average surface displacement which could be anticipated along the fault zone for various return periods.



Fault Displacement Hazard Curve for the Metro Alignment Crossing the Newport- Inglewood Fault (Figure 5-12 from HMM, 2012B)

4.5.4 Discussions with Metro Technical Personnel

On 11 March 2019, Geosyntec participated in a phone conversation with Metro technical Androush Danielian (Executive Director-Project Engineering) and Namasivayam Sathialingam (Senior Director-Project Engineering) who are responsible for policy decisions related to fault rupture related design at Metro. During this call Metro's engineers provided details regarding their design approach when fault rupture hazard is present. Metro anticipates that faults with the potential for rupture will need to be crossed by its rail lines including at bridges. Metro relies on two Caltrans standards, Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) [Caltrans, 2013a] and 20-10 (Fault Rupture) [Caltrans, 2013b]. Metro attempts to avoid locating structures which will be occupied (stations and maintenance facilities) at locations where fault rupture hazard is present due to increased potential life safety consequence.

Memo 20-8 provides a method for conducting structural evaluations of bridges at strike slip fault crossings based on design offset identified by criteria in 20-10 to confirm that the performance requirements outlined in Caltrans' Seismic Design Criteria are met.

4.6 USGS

Geosyntec queried the USGS online library database on 10 January 2019. No previous fault investigations within the vicinity of the project were identified.

5. SUMMARY OF FINDINGS

5.1 Potential Fault Rupture Hazards Identified

The location of the geophysical anomaly west of La Brea Avenue and the general northwest-southeast trend of Newport-Inglewood fault zone indicates the Inglewood fault is present west of the project alignment. Given that previous fault investigations completed west of North Market Street (Figure 4) did not reveal evidence of faulting or surface rupture the potential for the Inglewood fault to cross the ITC alignment is considered low.

The geophysical anomaly identified east of La Brea Avenue and its suspected correlation with the mapped trace of the Townsite fault [Poland et al., 1959] which was considered potentially active as part of the HMM study conclusions, indicates the Townsite fault may intersect the project alignment and the Market Street Alternative, between Florence Avenue and East Manchester Boulevard (Figure 5). Although previous fault investigations completed south of Manchester Boulevard and west of North Prairie Avenue did not reveal evidence of faulting or surface rupture (Figure 5a), Poland et al., [1959] shows the trace of the Townsite fault continuing southeast and potentially crossing the alignment along Manchester Boulevard and North Prairie Avenue (Figure 4 and Figure 5a).

Although the Townsite fault is not presently mapped as a designated APEFZ fault, or situated within a delineated APEFZ, the location within the active Newport-Inglewood fault zone and surface expression suggests this fault should be considered active with the potential for surface rupture.

5.2 Initial Design Inputs

Specific information related to potential slip rates or maximum magnitudes associated with the Townsite fault is not available in published literature. In the absence of additional specific information related to activity of the Townsite fault, information developed from deterministic and probabilistic fault rupture displacement studies conducted by HMM [2012b] and conveyed in Section 4.5.3 of this report should be used as preliminary design inputs related to the potential magnitudes of fault rupture hazard for various return periods.

5.3 Data Gaps

Based upon the review of available information, additional studies are recommended to assess the location and level of activity along the anticipated trend of the Townsite fault (Figures 4, 5, and 5a) where it crosses the proposed ITC alignment between and through

the proposed Market Street APM Station and Market Street Alternative, the MST and East Tamarack Avenue, and the Forum APM Station and East Kelso Street. In the absence of the above information, the proposed stations and aerial structures will need to be designed with consideration of the potential presence of the anticipated trend of the Townsite fault.

6. CONCLUSIONS AND RECOMMENDATIONS

Fault rupture hazard was evaluated to assess the exposure to people or structures to substantial adverse effects, including the risk of loss, injury, or death. Based on review of available published geologic maps and previous fault hazard evaluations performed within the immediate vicinity of the project, the potential for surface fault rupture from the anticipated trend of the Townsite fault was identified in a portion of the proposed ITC alignment. Therefore, surface rupture from the anticipated trend of the Townsite fault due to faulting during the design life of the proposed base case and Market Street Alternative alignments is considered a potentially significant impact requiring mitigation.

Mitigation Measure 1

The proposed project should be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults), dated January 2013, and Memo to Designers 20-10 (Fault Rupture), dated January 2013 where any portion of a structure falls within an APEFZ, or where any portion of a structure falls within approximately 100 meters (330 feet) of well-mapped active faults, or within 300 meters (1,000 feet) of an un-zoned fault (not in an APEFZ) that is Holocene or younger in age, such as the anticipated trend of the Townsite fault.

Stations and elevated structures for the APM Guideway should be located to avoid the fault rupture hazard where present. As noted in Caltrans Memorandum to Designers (MTD) 20-8, bridge type structures, such as the APM Guideway, must be designed for the displacement demand resulting from a static fault offset, the dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur at the site. Caltrans MTD 20-8 provides a method for obtaining the displacements at columns and abutments at fault crossings; all the requirements must also be followed. Adequate bearing seats must be provided so the superstructure can slide at the abutment, bent, or hinge seats without falling.

Mitigation Measure 2

Prior to the start of construction, the location of the anticipated trend of the Townsite fault should be further defined via a phased investigation process to identify and locate active fault traces in the project area to support adjustments to the proposed Project's design.

The Phase investigation should include a supplemental fault investigation conducted along the trace of the Townsite fault to further refine the location of the feature and assess the activity level where it crosses the proposed ITC alignment. This may include the following surface and subsurface methods:

- Aerial photograph analysis;

- Geophysical surveys (e.g., seismic reflection and seismic refraction) to refine the identified geophysical anomaly associated with the Townsite fault and inform subsequent targeted fault hazard exploration as necessary;

- Targeted fault trenching based on the findings of additional geophysical studies to locate the potential Townsite fault where it crosses the proposed ITC alignment and; and

- Exploratory drilling and sampling (e.g., hollow stem auger and CPT borings), as necessary, if definitive information regarding the trace of the Townsite fault cannot be adequately delineated across the proposed ITC alignment within the limits of fault trenching.

Based on the results of these investigations, column placements and facility designs may be adjusted to accommodate geologic conditions identified. Further, the facilities should be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). Stations/structures should be located to avoid the fault rupture hazard where present.

The design fault offset where evaluating features in close proximity to the stations or proposed structure alignment shall be determined as the larger of the:

- Deterministically derived average displacement.

- Probabilistically derived displacement consistent with a 5 percent in 50-years probability of exceedance.

Probabilistic procedures should follow those outlined in Abrahamson [2008] and Petersen et al., [2011]. These procedures allow for evaluation of offset based on the results of field investigation. If further study of the fault rupture is conducted, then procedures as outlined in CGS Note 49 shall be followed.

7. LIMITATIONS

The conclusions, recommendations, and opinions made herein are based on the assumption that subsurface conditions do not deviate appreciably from those found during the referenced previous investigations by others. This report has been prepared in accordance with current practices and the standard of care exercised by scientists and engineers performing similar tasks in this area. The conclusions contained in this report are based solely on the analysis of the conditions reviewed by Geosyntec personnel. We cannot make any assurances concerning the completeness of the data performed by others. This evaluation is not intended to replace site-specific geologic investigation in support of detailed engineering design for the Project.

No warranty, expressed or implied, is made regarding the professional opinions expressed in this report. If actual conditions are found to differ from those described in the report, or if new information regarding the site is obtained, Geosyntec should be notified and additional recommendations, if required, will be provided. Geosyntec is not liable for any use of the information contained in this report by persons other than Pacifica Services, Inc., or their subconsultants, or the use of information in this report for any purposes other than referenced in this report without the expressed, written consent of Geosyntec.

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TABLE

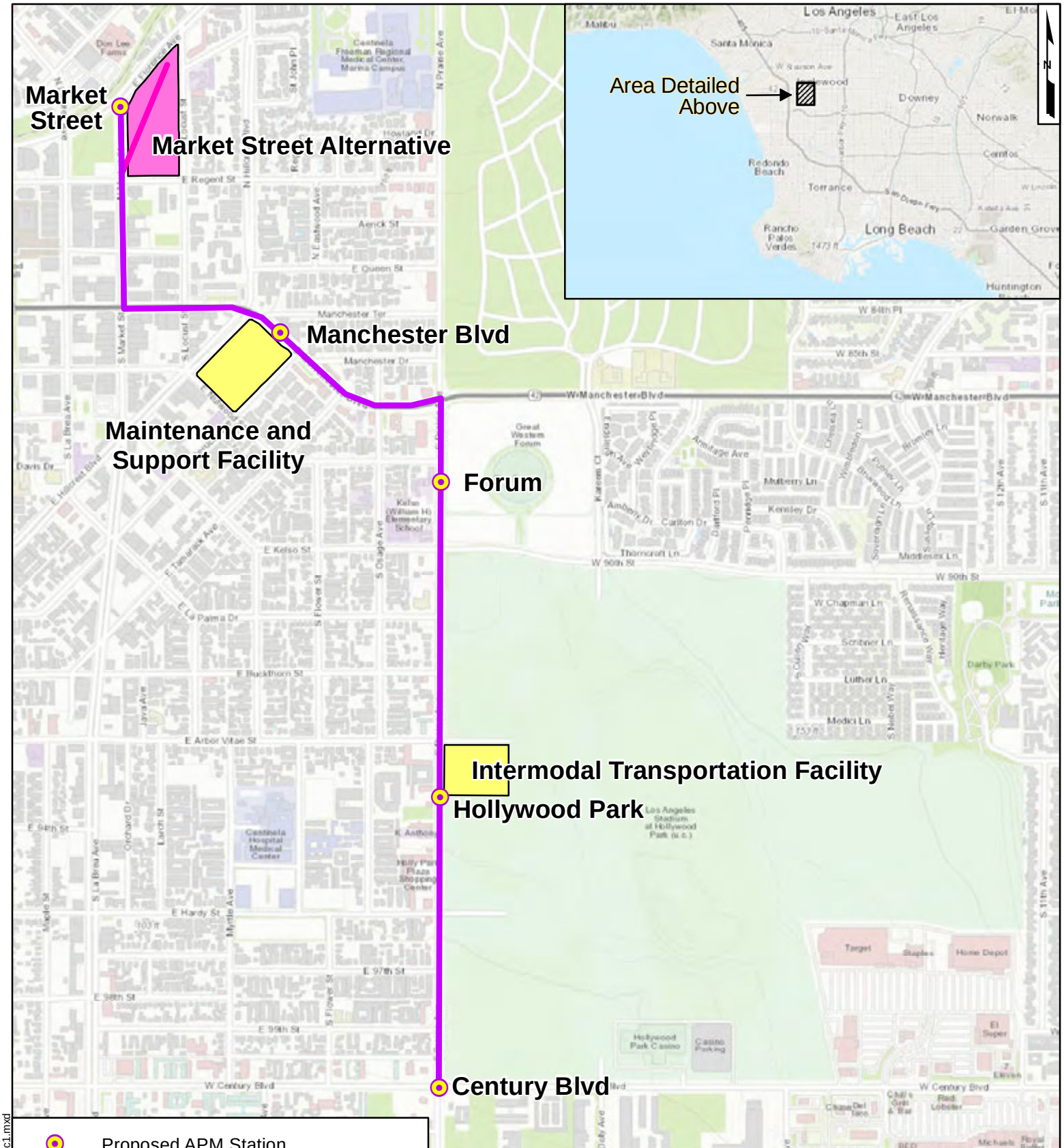
Table 1. Summary of Previous Fault Investigations
Inglewood, California

Geosyntec consultants

AP File No.[1]	Address	APN[2]	Investigation Report Date	Site Investigation Date	Distance from ITC Alignment (ft)[3]	Fault Found	Exploration Trench(s) Performed	Boring(s) Performed	Geophysics Performed	Reference	Reference Source[4]
0365	301 N Prairie Ave	4015-024-021	6/18/1976	May and June 1976	1,850	No	No	Yes	No	LeRoy Crandall & Associates, 1976	CGS
0418	333 N Prairie Ave	4015-024-023	12/26/1974	NA	240	No	No	Yes	No	Glenn A. Brown & Associates, 1974	CGS
0593	330 E Florence ve	4015-027-029	11/9/1977	11/1/1977	400	No	Yes	No	No	LeRoy Crandall & Associates, 1977	CGS
0873	630 E Regent St	4021-001-051	10/12/1978	9/13/1978	1,200	No	Yes	No	No	Foundation Engineering, 1978	CGS
0931	250 W Ivy Ave	4016-030-015	2/2/1979	NA	1,000	No	No	Yes	No	Leighton & Associates, 1979	CGS
1129	110 N La Brea Ave	4021-008-034	2/21/1979	NA	210	No	Yes	Yes	No	LeRoy Crandall & Associates, 1979	CGS
1201	333 N Prairie Ave	4015-024-023	12/26/1974	NA	240	No	Yes	No	No	Glenn A. Brown & Associates, 1974	CGS
1223	741 E Nutwood St	4021-036-051	7/21/1980	NA	260	No	Yes	No	No	Hu Associates, 1980	CGS
1282	136 W Beach Ave	4016-030-002	10/28/1980	NA	1,050	No	Yes	No	No	Baseline Consultants, 1980	CGS
1283	3700 W Manchester Blvd	*More than 100 parcels with separate APNs*	5/16/1979	NA	1,150	No	Yes	Yes	No	GeoSoils, 1979	CGS
1400	319-323 N Market Street	4016-028-006 4016-028-007 4016-028-005 4016-028-003 4016-028-015 4016-028-001	10/1/1981	NA	1,150	No	Yes	No	No	C. Michael Scullin, 1981	CGS
1433	128 N Hillcrest Blvd	4021-003-012	2/10/1982	NA	740	No	Yes	No	No	Baseline Consultants, 1982	CGS
1434	407 N La Brea Ave	4016-024-011	2/24/1982	NA	1,100	No	Yes	No	No	Baseline Consultants, 1982	CGS
1454	Southwest corner of Hazel St and La Brea Ave	4016-024-027	1/22/1982	NA	1,300	No	Yes	No	No	Baseline Consultants, 1982	CGS
1477	Southwest corner of Manchester Boulevard and Prairie Avenue	4021-036-049	8/9/1982	9/2 and 9/3/1982	20	No	Yes	No	No	California Geo-Systems, 1982	CGS
1619	3111 W Century Blvd	4025-017-023	9/20/1983	NA	5,000	No	Yes	No	No	Harley Tucker, Inc., 1983	CGS, City
3257[5]	3111 W Century Blvd	4025-017-023	9/3/2002	8/26/2002	5,000	No	Yes	Yes	No	Strata-Tech, Inc., 2002	CGS, City
1629[5]	808 E Kelso St	4021-038-026	10/7/1983	10/6/1983	230	No	Yes	No	No	C. Michael Scullin, 1983	CGS
1698	116 W Hazel St	4016-024-026	6/11/1984	4/11/1984	1,300	No	Yes	No	No	California Geo-Systems, 1984	CGS
1719	514 S Osage Ave	4021-037-006	5/3/1984	4/20/1984	240	No	Yes	No	No	Soils International, 1984	CGS
1763	519 & 523 Manchester Ter	4021-005-038	11/14/1984	9/25/1984	180	No	Yes	No	No	AAKO Geotechnical Engineering Consultants, 1984	CGS
1769	106 E Manchester Blvd	4021-014-905	2/18/1985	2/5/1985	640	No	Yes	Yes	No	Lockwood-Singh & Associates, 1985	CGS
1813	3612/3624 W Century Blvd	4032-004-045	7/10/1985	7/9/1985	1,700	No	Yes	No	No	California Geo-Systems, 1985	CGS
1820	409 Grace Ave	4015-021-044	8/5/1985	7/12 and 7/15/1985	620	No	Yes	No	No	Kovacs-Byer & Associates, 1985	CGS
1830	625 S Osage Ave	4021-039-003	8/16/1985	NA	470	No	Yes	No	No	California Geo-Systems, 1985	CGS
1851	515 N Market St	4016-018-002	11/8/1985	10/17/1985	1,700	No	Yes	No	No	Soils International, 1985	CGS
1852	105 & 109 N Eastwood Ave	4021-003-025 4021-003-026	11/11/1985	10/15/1985	550	No	Yes	No	No	Soils International, 1985	CGS
1926	Nutwood St and Tamarack Ave	4021-028-007 4021-028-030 4021-028-118 4021-028-169 4021-028-235	4/16/1986	NA	160	No	Yes	No	No	Geolabs-Westlake Village, 1986	CGS
1933	110 S La Brea Ave	4021-009-037	12/30/1985	July and December 1985	60	No	No	Yes	No	LeRoy Crandall & Associates, 1985	CGS
2117	510 N La Brea Ave 109 E Hazel St 125 E Hazel St 502 N La Brea Ave	4016-019-003 4016-019-005 4016-019-006 4016-019-013	11/21/1987	11/3, 11/12, and 11/13/1987	1,500	No	Yes	No	No	C.A. Richards, 1987	CGS
2165	514 N Market St	4016-017-004	6/15/1988	6/14/1988	1,800	No	Yes	No	No	Ray A. Eastman (The Geologic Outfit), 1988	CGS
2187	SE corner of La Brea Ave and Hazel St	4016-025-002 4016-025-003	6/28/1988	NA	1,350	**Yes**	Yes	No	No	Jeffrey A. Johnson, 1988	CGS
2316	South of 90th St (Pincay Dr) and west of Darby Park	*More than 100 parcels with separate APNs*	10/30/1986	NA	2,500	No	Yes	No	No	Kenneth G. Osborne & Associates, 1986	CGS
2446	410 N La Brea Ave	4016-025-006	6/19/1990	6/5/1990	1,150	No	Yes	No	No	Kovacs-Byer & Associates, 1990	CGS
2753[5]	1600 W Imperial Highway	6079-001-904	12/8/1989	11/1, 11/2, 11/3, and 11/10/1989	11,800	No	Yes	Yes	No	LeRoy Crandall & Associates, 1989	CGS
NA[5]	1600 W Imperial Highway	6079-001-904	6/25/1905	NA	11,800	**Yes**	NA	NA	NA	MACTEC, 2003	On-line
NA[5]	1600 W Imperial Highway	6079-001-904	7/30/2004	6/17/2004	11,800	No	No	Yes	No	Leighton Consulting, Inc., 2004	LACDPW
NA[5]	1600 W Imperial Highway	6079-001-904	12/21/2005	11/2, 11/3, 11/4, 11/7, 11/8, and 11/9/2005	11,800	No	No	Yes	No	MACTEC, 2005	LACDPW
3166	3363 W Century Blvd	4025-020-003	10/20/1999	10/6 and 10/7/1999	2,500	No	Yes	No	No	CFS Geotechnical Consultants, 1999	CGS, City
3320	SW corner of 11th Street and Century Boulevard	*More than 15 parcels with separate APNs*	1/10/2005	NA	3,280	No	No	No	No	Geosoils, Inc., 2005	CGS
3394	200 N La Brea Ave	4015-028-900 4015-028-901 4015-028-902 4015-028-903 4015-028-904 4015-028-905 4015-028-906 4015-028-907 4015-028-908 4015-028-909	10/22/2007	8/2/2007 and 9/21/2007	195	No	Yes	No	No	Southwest Geotechnical Inc., 2007	CGS, City
NA	Crenshaw/LAX Transit Corridor Project - La Brea Station	4015-018-900 4016-030-900	12/1/2010	8/27, 8/28, and 8/29/2010; 9/8/2010; 11/1, 11/2, 11/3, 11/4, and 11/5/2010	150	**Yes**	No	Yes	Yes	Earth Mechanics Inc., 2010	Metro

Notes:
1 - A-P File Numbers provided in the California Geological Survey "A-P Site Investigation Database" (.kmz file)
2 - Assessor's Parcel Number (APN)
3 - Distances listed are approximate and were measured in GoogleEarth
4 - California Geological Survey (CGS), City of Inglewood Building and Safety Division (City), Los Angeles County Department of Public Works (LACDPW), Los Angles County Metropolitan Transportation Authority (Metro), On-line data search (On-line)
5 - Not presented on Figure 3. Location of the previous investigation is outside the mapview
Shaded cells denote where evidence of faulting was identified during previous investigation
"NA" - Not available

FIGURES



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Site Location

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 1

Market Street

Inglewood Fault

Market Street Alternative

Potrero Fault

Manchester Blvd

Maintenance and Support Facility

Forum

Intermodal Transportation Facility

Hollywood Park

Century Blvd

- Proposed APM Station
- Inglewood Transit Connector Alignment
- Market Street Alternative Alignment
- Market Street Alternative
- Proposed Support Facility
- Alquist-Priolo Fault
- Alquist-Priolo Fault Hazard Zone

af / Qs / Qbs / Qa

SURFICIAL SEDIMENTS

Unconsolidated detrital sediments; generally unlissected

af *Artificial cut and fill*

Qs/Qbs *Beach sand*

Qa *Alluvial gravel, sand and silt-clay, derived mostly from Santa Monica Mountains; includes gravel and sand of stream channels*

Qae / Qop / Qoa

OLDER SURFICIAL SEDIMENTS

Unconsolidated to weakly consolidated alluvial sediments, dissected where elevated; late Pleistocene age

Qae *Alluvial fan sediments of granitic sand at West Hollywood, derived from adjacent Santa Monica Mountains*

Qop *Paleosoil in Baldwin Hills (Fox Hills residual paleosoil of Weber et al. 1982), gray to rusty brown, sandy, locally pebbly, moderately indurated "hardpan" on* **Qoa**

Qoa *Older alluvium of gray to light brown pebble-gravel, sand, silt and clay derived from Santa Monica Mountains; slightly consolidated; in Baldwin Hills designated as Baldwin Hills sandy gravel by Weber et al, 1982, where it is much dissected and eroded*

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.
Note - Faults dashed where approximate, queried where uncertain.
Alquist-Priolo data sourced from DOC, CGS.
Geologic Base Map Source:
Dibblee, T.W., and Minch, J.A., 2007, Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-322, scale 1:24,000.

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1,200 600 0 1,200 Feet

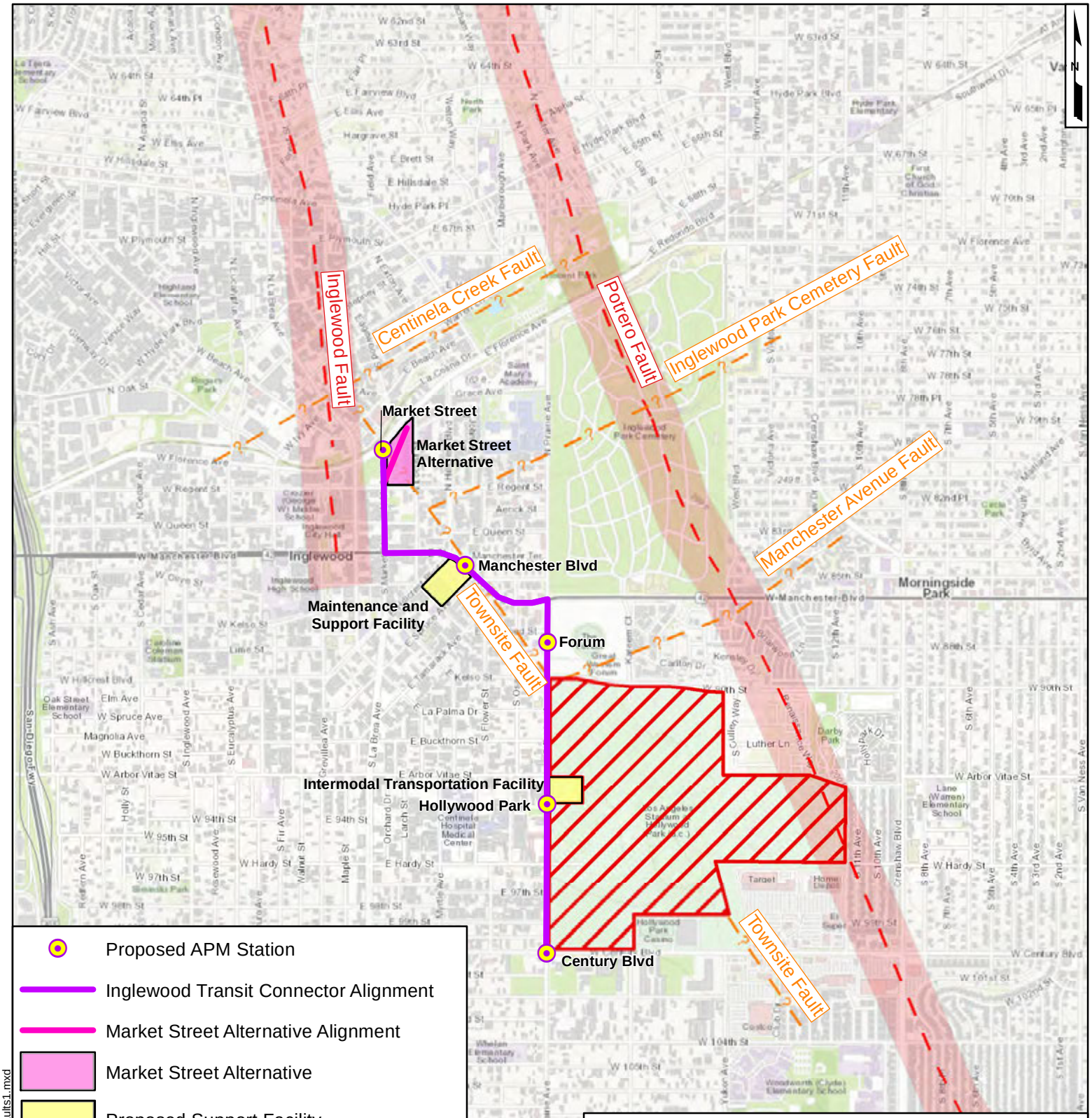
Alquist-Priolo Fault Hazard Zones and Geologic Map

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 2



Note - Faults dashed where approximate, queried where uncertain.
Alquist-Priolo data sourced from DOC, CGS.

Fault Map

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 3

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Inglewood Fault
Potrero Fault
Centinela Creek Fault
Inglewood Park Cemetery Fault
Manchester Avenue Fault
Townsite Fault
E Florence Ave
N Market St
W Manchester Blvd
E Manchester Blvd
S Prairie Ave
Century City Blvd
Market Street
Manchester Blvd
Forum
Hollywood Park
Century Blvd
Market Street Alternative
Maintenance and Support Facility
Intermodal Transportation Facility
2165 - Ray A. Eastman (The Geologic Outfit), 1988
2187 - Jeffrey A. Johnson, 1988
2446 - Kovacs-Byer & Associates, 1990
1851 - Soils International, 1985
1400 - C. Michael Scullin, 1981
2117 - C.A. Richards, 1987
593 - LeRoy Crandall & Associates, 1977
1454 - Baseline Consultants, 1982
1820 - Kovacs-Byer & Associates, 1985
1698 - California Geo-Systems, 1984
418 - Glenn A. Brown & Associates, 1974
1434 - Baseline Consultants, 1982
1282 - Baseline Consultants, 1980
365 - LeRoy Crandall & Associates, 1976
931 - Leighton & Associates, 1979
1201 - Glenn A. Brown & Associates, 1974
Earth Mechanics, Inc., 2010
873 - Foundation Engineering, 1978
3394 - Southwest Geotechnical Inc., 2007
1433 - Baseline Consultants, 1982
1129 - LeRoy Crandall & Associates, 1979
1852 - Soils International, 1985
1933 - LeRoy Crandall & Associates, 1985
1763 - AAKO Geotechnical Engineering Consultants, 1984
1769 - Lockwood-Singh & Associates, 1985
1477 - California Geo-Systems, 1982
1926 - Geolabs-Westlake Village, 1986
1223 - Hu Associates, 1980
1719 - Soils International, 1984
1283 - GeoSoils, 1979
1830 - California Geo-Systems, 1985
1629 - C. Michael Scullin, 1983
2316 - Kenneth G. Osborne & Associates, 1986
3166 - CFS Geotechnical Consultants, 1999
3320 - Geosoils, Inc., 2005
1813 - California Geo-Systems, 1985

Proposed APM Station
Inglewood Transit Connector Alignment
Market Street Alternative Alignment
Previous Site Investigation
1433 - Baseline Consultants, 1982
AP-File No. Reference
Alquist-Priolo Fault Hazard Zone
Proposed Support Facility
Fault (Poland et al 1959)
Alquist-Priolo Fault
Area of Current Ram's Stadium Development (Site-specific seismic analysis expected to have been performed, but not available at this time)

Note - Faults dashed where approximate, queried where uncertain.
Alquist-Priolo data sourced from DOC, CGS.

1,000 500 0 1,000 Feet

Previous Fault Hazard Investigations Map

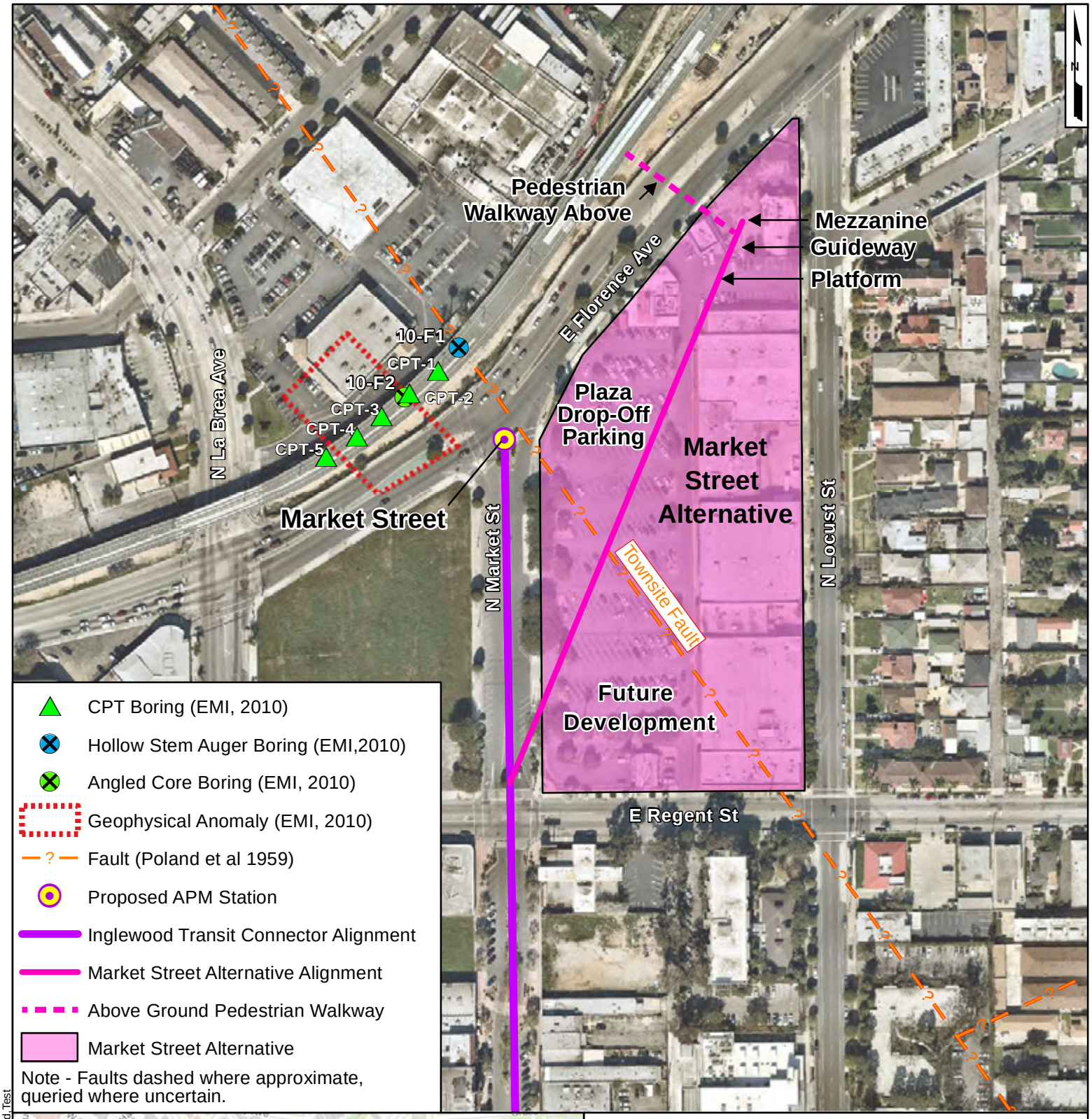
Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 4

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Market Street Alternative

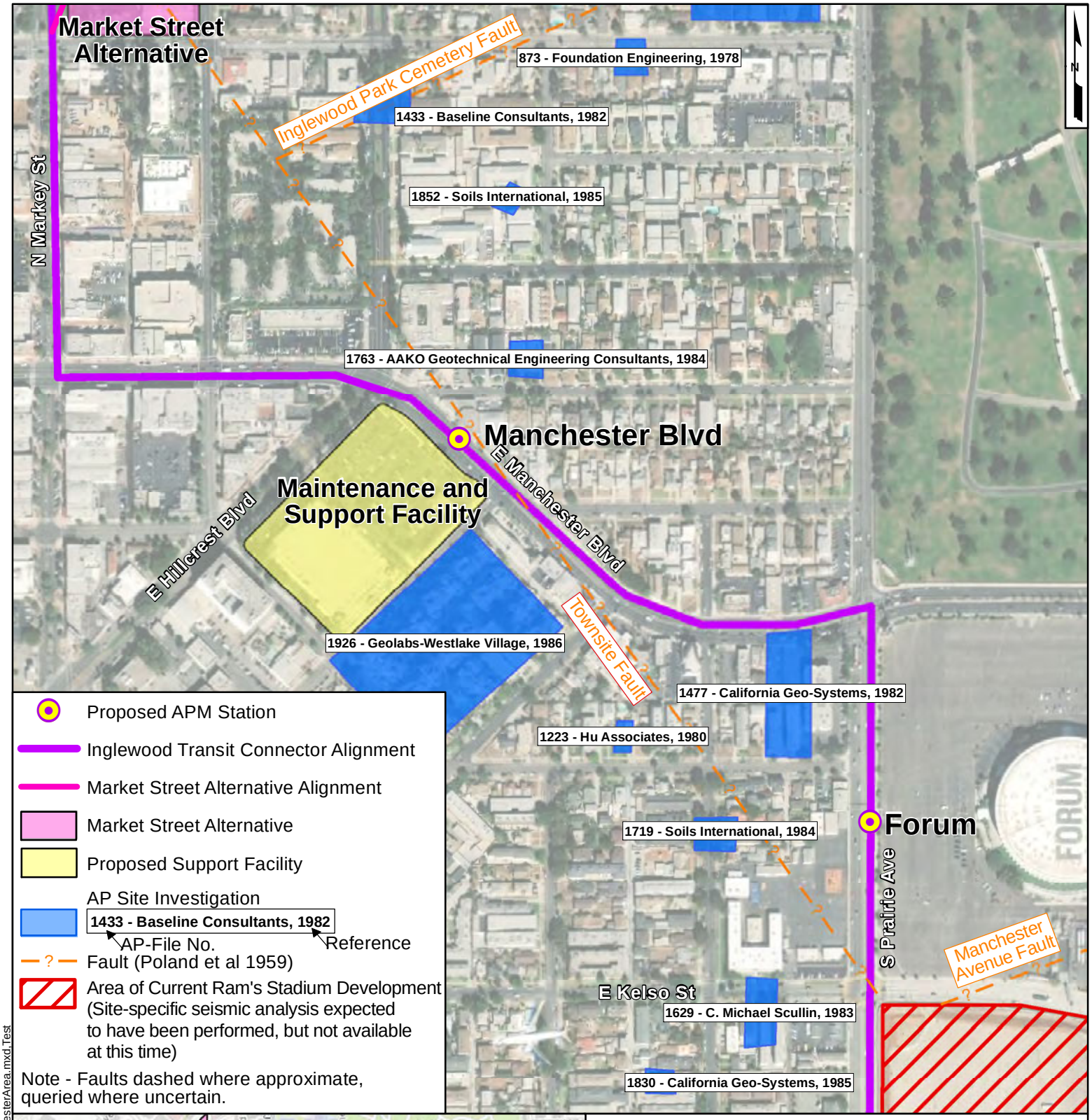
Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 5

P:\GIS_SanDiego\01\HPA1043\InglewoodNorthMarketSt.mxd Test



Townsite Fault

Fault Rupture Hazard Evaluation
Inglewood Transit Connector Project
Inglewood, California

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Figure 5a

P:\GIS_SanDiego\01\HPA1043\Inglewood1959FaultsManchesterArea.mxd,Test

APPENDIX 4.6.2

Seismic Design Criteria

Prepared for:



Pacifica Services, Inc.
106 South Mentor Avenue, Suite 200
Pasadena, California 91106

DEVELOPMENT OF SEISMIC DESIGN CRITERIA IN SUPPORT OF DRAFT EIR

INGLEWOOD TRANSIT CONNECTOR PROJECT

INGLEWOOD, CALIFORNIA

Prepared by:



65 North Raymond Avenue, Suite 200
Pasadena, California 91103

Project Number HPA1043-05

26 June 2019

Geosyntec
consultants

DEVELOPMENT OF SEISMIC DESIGN CRITERIA IN SUPPORT OF DRAFT EIR

Inglewood Transit Connector Project
Inglewood, California

This report was prepared under the supervision
and direction of the undersigned.

Prepared by:

Geosyntec Consultants, Inc.

2100 Main Street, Suite 150
Huntington Beach, CA 92648



Glenn Rix, Ph.D.
Senior Principal

Chris Conkle, P.E., G.E.
Senior Engineer

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1.2 Objective and Scope of Services 2
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2.1 Review of Seismic Design Standards 3
2.2 Selection of Metro Supplemental Seismic Design Criteria 3
2.3 Recommended Two-Level Ground Motion Approach 3
2.4 Design Objectives 4
3. DEVELOPMENT OF DESIGN RESPONSE SPECTRA 6
3.1 Introduction 6
3.2 Site Conditions 6
3.3 Probabilistic Seismic Hazard Spectra 6
3.3.1 Metro Supplemental Seismic Design Criteria 6
3.3.2 Caltrans Seismic Design Criteria 7
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4. RECOMMENDED DESIGN RESPONSE SPECTRA 8
5. LIMITATIONS 9
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Figure 4: Design Response Spectra

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Appendix A: Metro Supplemental Seismic Design Criteria

1. INTRODUCTION

This summary report has been prepared by Geosyntec Consultants, Inc. (Geosyntec) for Pacifica Services, Inc. (Pacifica) to present the findings of a desktop-level evaluation of appropriate seismic design criteria and preliminary estimation of corresponding design response spectra in support of the Draft Environmental Impact Report (EIR) for the proposed Inglewood Transit Connector Project (the ITC; Project) in Inglewood, California. This report was prepared by Dr. Glenn J. Rix and reviewed by Mr. Christopher Conkle, P.E., G.E., of Geosyntec, in accordance with the peer review policy of the firm.

1.1 Project Description

The City of Inglewood (City) is in the process of developing an automated people mover system (APM) titled the Inglewood Transit Connector (the ITC) project that would provide a transit connection from downtown Inglewood and the Metro Crenshaw/LAX line to the City's major activity centers, including the Forum, the Los Angeles Stadium and Entertainment District (LASED), and the proposed Inglewood Basketball and Entertainment Center (IBEC).

Pacifica Services, Inc. (prime contractor with the City) team is preparing an EIR under the requirements of the California Environmental Quality Act (CEQA) to support the Project.

Per the ITC Project Initial Study, released in July 2018, the Project will consist of an elevated APM system. The length of the proposed APM system is approximately 1.8 miles, extending southward from the Market Street/Metro Crenshaw Line connection along South Market Street, continuing eastward along East Manchester Boulevard, southward along North Prairie Avenue, and terminating at the intersection of West Century Boulevard and Prairie Avenue located adjacent to the LASED and IBEC (Figure 1). In addition to dual aerial guideways, the project will also consist of five APM Stations (ICS), a Maintenance and Storage Facility (MSF) and an Intermodal Transportation Facility (ITF). Potential locations of these facilities are shown on Figure 1.

An alternative to the base project description is also being considered which relates to a parcel at the southeastern corner of Market Street and Florence Avenue. This alternative is referred to as the "Market Street Alternative." At the location identified in Figure 1, the Market Street Alternative would include an alternate guideway alignment near the northern terminal of the line, a pedestrian walkway connecting to the Metro Florence/ La Brea Station, an above-ground mezzanine, vehicle parking, and potentially commercial and residential development. A combined evaluation of both the base Project and Market Street Alternative is presented in this report.

CEQA Guidelines indicate that a project would be impacted by a seismic event if it were to "expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving strong seismic ground shaking." Southern California is a seismically active region with numerous faults capable of causing strong seismic ground shaking at the site. This is a potentially significant impact requiring mitigation.

1.2 Objective and Scope of Services

The objective of this desktop-level evaluation was to provide information regarding the appropriate seismic design criteria for the Project, along with a preliminary evaluation of the corresponding ground shaking intensities. This evaluation is not intended to replace a site-specific seismic hazard evaluation in support of detailed engineering design for the Project.

Professional services in support of this Project were performed in accordance with our approved proposal, dated 21 September 2018. The scope of services included the following:

- Review applicable guidance;
- Develop seismic design criteria and design response spectra; and
- Preparation of this report.

2. DISCUSSION OF APPLICABLE SEISMIC DESIGN STANDARDS

2.1 Review of Seismic Design Standards

To identify appropriate seismic design standards for the project, the following design standards were reviewed as part of the preparation of this report.

1. California Building Code (CBC), 2016, Title 24, Part 2, Volumes 1 and II; California Building Standards Commission and International Code Council. (Including local amendments and guidelines) [CBC, 2016].

2. American Society of Civil Engineers, Structural Engineering Institute (ASCE/SEI), 2017; Minimum Design Loads and Associated Criteria for Buildings and other Structures, ASCE/SEI 7-16, (including errata)

3. Caltrans Seismic Design Criteria (SDC), Version 1.7, April 2013

4. American Association of State Highway and Transportation Official (AASHTO) Load and Resistance Factor Design (LRFD) Bridge Design Specifications, 8th Edition, November 2017 with California Amendments.

5. AASHTO Guide Specifications for LRFD Seismic Bridge Design, 2nd Edition with 2015 Interim Revisions.

6. Metro Supplemental Seismic Design Criteria (MSSDC), Revision 4. [Metro, 2012]

2.2 Selection of Metro Supplemental Seismic Design Criteria

After review of applicable guidance with respect to development of seismic design criteria and selection of design ground motions, the approach recommended in the MSSDC, Revision 4 [Metro, 2012] or the most current version of this guidance available at the time of the design is recommended for adoption by the Project. This document, referred to as MSSDC, is included as Appendix A. The MSSDC has been developed for use in the local area on projects similar to the ITC and provides a consistent framework for evaluating both planned aerial structures as well as ancillary surface facilities. It is thus recommended as an appropriate basis for design of this Project.

2.3 Recommended Two-Level Ground Motion Approach

The MSSDC seismic design criteria is a probabilistic design approach with two levels and an assumed design life of 100 years as follows per Metro (2012):

1. "An operating design earthquake (ODE) defined as an earthquake event likely to occur only once in the design life."

2. "A maximum design earthquake (MDE) defined as an earthquake event with a low probability of occurring in the design life."

The probabilistic seismic ground motion criteria associated with each level are as follows:

- ODE: 50% probability of exceedance in 100 years (144-year return period); and
- MDE: 4% probability of exceedance in 100 years (2,475-year return period).

For the assumed 100-year design life of the ITC, the MDE approximately represents the return period used to design new buildings and is similar to ground motion return periods selected for other similar recent transit projects. The ODE is similar to the operations-level design used for various recent transit projects. Further rational for the Metro's adoption of this two-level policy may be found in Section 1.2 of the MSSDC.

2.4 Design Objectives

The objectives in selecting the design criteria are outline in Section 1.3.2 of the MSSDC and are shared by the ITC Project. These objectives are summarized as follows [Metro, 2012]:

- ODE: "structures should be designed to respond without significant structural damage, the low level of damage that may occur shall be repairable during normal operating hours."

- MDE: "the structure should be designed to survive the deformation imposed, avoid major failure, and maintain life safety. The objective is to provide adequate strength and ductility to prevent collapse of the structure. The extent of the structure damage should be limited to what is visible and repairable."

The ITC Project will consist of bridge structures supporting aerial guideways as well as ancillary surface facilities. The following are special considerations related to each of these project elements. These criteria are summarized in Table 1.

Aerial Guideways and Bridges

Per Metro (2012), for "bridges and aerial guideways, the design shall not result in less seismic performance capability than that required by Caltrans." As such, ground motions developed for the ITC Project in accordance with the MDE level should be compared to

the Caltrans design spectrum per Caltrans SDC, Version 1.7, April 2013, and the more critical design load should govern.

Ancillary Surface Facilities

Per Metro (2012), ancillary surface facilities, such as the planned stations, the MSF, and the ITF may be "subject to both the code forces normally applied to surface buildings [CBC, 2016] as well as those being applied to the transit guideways. Whichever code applies the most critical set of requirements shall apply to the design."

Elements of the proposed Project, including ITC-related buildings and the potential commercial/residential development as part of the Market Street Alternative will be subject to review by the local building official, in this case, the City. As such, ground motions developed for the ITC Project in accordance with the MDE level should be compared to the CBC 2016, Title 24, Part 2, Volumes 1 and II, and the more critical design load should govern. In the case where commercial/residential structures are unrelated to or not connected to the ITC guideway or support buildings directly, the use of CBC 2016 design response spectra may be an appropriate basis for design at the discretion of the design engineer.

3. DEVELOPMENT OF DESIGN RESPONSE SPECTRA

3.1 Introduction

Based on the seismic design criteria discussed, corresponding design response spectra were developed for the aerial guideway structures and the building structures and ancillary surface facilities. The development of these response spectra was based on mapped values of ground motion for firm-ground site conditions. These ground motions were adjusted for near-fault effects, basin amplification, and local site effects.

The following sections describe the process for the development of these elements for each of the relevant ground motion criteria.

3.2 Site Conditions

The Project is located within the Inglewood quadrangle as shown in Figure 2 [CDMG, 2006]. The proposed APM system and MSF are located within a surface geologic unit designated as "older alluvium (Qoa)," which is described as stiff to hard clay and medium dense to very dense sand, silty sand, clayey sand, and silt.

Figure 3 shows the distribution of the mean of the time-averaged shear wave velocity within the upper 30 meters (Vs30_mean) in the areas surrounding the ITC [CGS, 2019]. As indicated in the figure, the Vs30_mean along the alignment of the proposed APM system and MSF is 386.6 m/sec. Soils with this value of Vs30 are generally considered to be "very dense soil and soft rock," which is consistent with the description of the Qoa surface geologic unit above.

3.3 Probabilistic Seismic Hazard Spectra

Brief summaries are provided below of the methodology used to develop the design spectra based on the MSSDC, Caltrans SDC, and CBC.

3.3.1 Metro Supplemental Seismic Design Criteria

Although the MSSDC references the 2008 version of the U.S. Geological Survey National Seismic Hazard Maps, this version is considered obsolete as of the date of this report. Instead, Geosyntec used current versions of the seismic source characterization (SSC) and ground motion characterization (GMC) to develop probabilistic design spectra for the ODE and MDE. The SSC is based on the Uniform California Earthquake Rupture Forecast Version 3.0 [UCERF3, Field et al., 2013]. UCERF3 is a joint undertaking of the U.S. Geological Survey (USGS), the California Geological Survey (CGS), and the Southern California Earthquake Center (SCEC), with support from the California

Earthquake Authority (CEA). The GMC is based on the Next Generation Attenuation (NGA) West-2 ground motion prediction equations (GMPEs). The four GMPEs used along with their associated weights are as follows:

1. Abrahamson, Silva, and Kamai (0.25);
2. Boore, Stewart, Seyhan, and Atkinson (0.25);
3. Campbell and Bozorgnia (0.25); and
4. Chiou and Youngs (0.25).

Kamai and Abrahamson (2015) have determined that no corrections to spectral parameters to account for near-fault effects are necessary for NGA West-2 GMPEs.

The design response spectral values were obtained from the *OpenSHA Hazard Spectrum Calculator v.1.4.0* [Field et al., 2003] using the mean UCERF3 earthquake-rate model. Basin effects were included by specifying the depths to V_s = 1.0 km/s and 2.5 km/s of 563 m and 3.41 km, respectively, for use in the GMPEs.

3.3.2 Caltrans Seismic Design Criteria

The Caltrans response spectra were calculated using the Caltrans ARS Online tool Version 2.3.09. This web-based tool calculates both deterministic and probabilistic acceleration response spectra for any location in California based on criteria provided in Appendix B of Caltrans Seismic Design Criteria. The deterministic spectrum is determined as the average of median response spectra calculated using the Campbell-Bozorgnia (2008) and Chiou-Youngs (2008) GMPEs developed under the NGA project coordinated through the PEER-Lifelines program. These equations are applied to all faults considered to be active in the last 750,000 years (late-Quaternary age) that can produce a moment magnitude earthquake of 6.0 or greater. The probabilistic spectrum is obtained from the USGS (2008) National Hazard Map for 5% probability of exceedance in 50 years. Caltrans design spectrum is based on the larger of the deterministic and probabilistic spectral values. Both the deterministic and probabilistic spectra account for soil effects through incorporation of the parameter Vs30.

3.3.3 California Building Code 2016

The design response spectrum corresponding to the CBC 2016 was calculated using the online tool provided by the Structural Engineers Association of California (SEAOC) and California Office of Statewide Health Planning and Development (OSHPD). The calculations are based on ASCE/SEI 7-10 and assume Risk Category II structures. Site Class C was used based on the Vs30_mean presented above.

4. RECOMMENDED DESIGN RESPONSE SPECTRA

This section provides recommended response spectra for use in the ongoing planning process on the ITC Project. To facilitate the development of these recommended spectra, the Project alignment was divided in five segments, each surrounding a planned station along the Project alignment as identified in Figure 1. The response spectra provided should be considered applicable for both aerial guideway and ancillary structures within each segment under the base Project as well as for the elements of the Market Street Alternative.

As part of the development of recommended design response spectra for the Project, an evaluation was conducted of the relative seismic hazard and nature of site conditions in each segment based on available information. The objective of this evaluation was to assess whether it would be appropriate to develop a single set of design response spectra to conservatively represent hazards to each segment of the project. The use of a single, conservative spectra is appropriate for the purposes of this study. Based on these evaluations and due to the similarity of the site conditions (Vs30_mean) and seismic hazard over the entire footprint of the project, the development of a single set of spectra using coordinates in the central portion of the project as representative was judged appropriate.

The coordinates of the center of Segment 3 (labelled as Center of Segment 3 in Figure 1) were considered to be representative of the entire project area. The corresponding latitude and longitude are 33.959 degrees and -118.344 degrees, respectively. Figure 4 shows the results for the MSSDC (i.e., UCERF3/NGAWest2), Caltrans deterministic, Caltrans probabilistic, and CBC 2016 design spectra. These spectra are summarized in Table 2.

Note that there are three Caltrans deterministic spectra corresponding to the Newport Inglewood Fault (A), Compton Fault (B), and Puente Hills Fault (C). The MDE design response spectrum exceeds the Caltrans and CBC 2016 spectra.

This assessment of seismic hazard should be implemented in conjunction with the design approaches contained in Chapter 3, Part A of Supplementary Seismic Design Criteria (Metro, 2012) for Aerial Guideways and Bridges and the applicable section of CBC 2016 for ancillary structures.

5. LIMITATIONS

The conclusions, recommendations, and opinions made herein assume that subsurface conditions do not deviate appreciably from those found during the referenced previous investigations by others. This report has been prepared in accordance with current practices and the standard of care exercised by scientists and engineers performing similar tasks in this area. The conclusions contained in this report are based solely on the analysis of the conditions reviewed by Geosyntec personnel. We cannot make any assurances concerning the completeness of the data performed by others. This evaluation is not intended to replace site-specific geologic investigation in support of detailed engineering design for the Project.

No warranty, expressed or implied, is made regarding the professional opinions expressed in this report. If actual conditions are found to differ from those described in the report, or if new information regarding the site is obtained, Geosyntec should be notified and additional recommendations, if required, will be provided. Geosyntec is not liable for any use of the information contained in this report by persons other than Pacifica Services, Inc., or their subconsultants, or the use of information in this report for any purposes other than referenced in this report without the expressed, written consent of Geosyntec.

6. REFERENCES

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TABLES

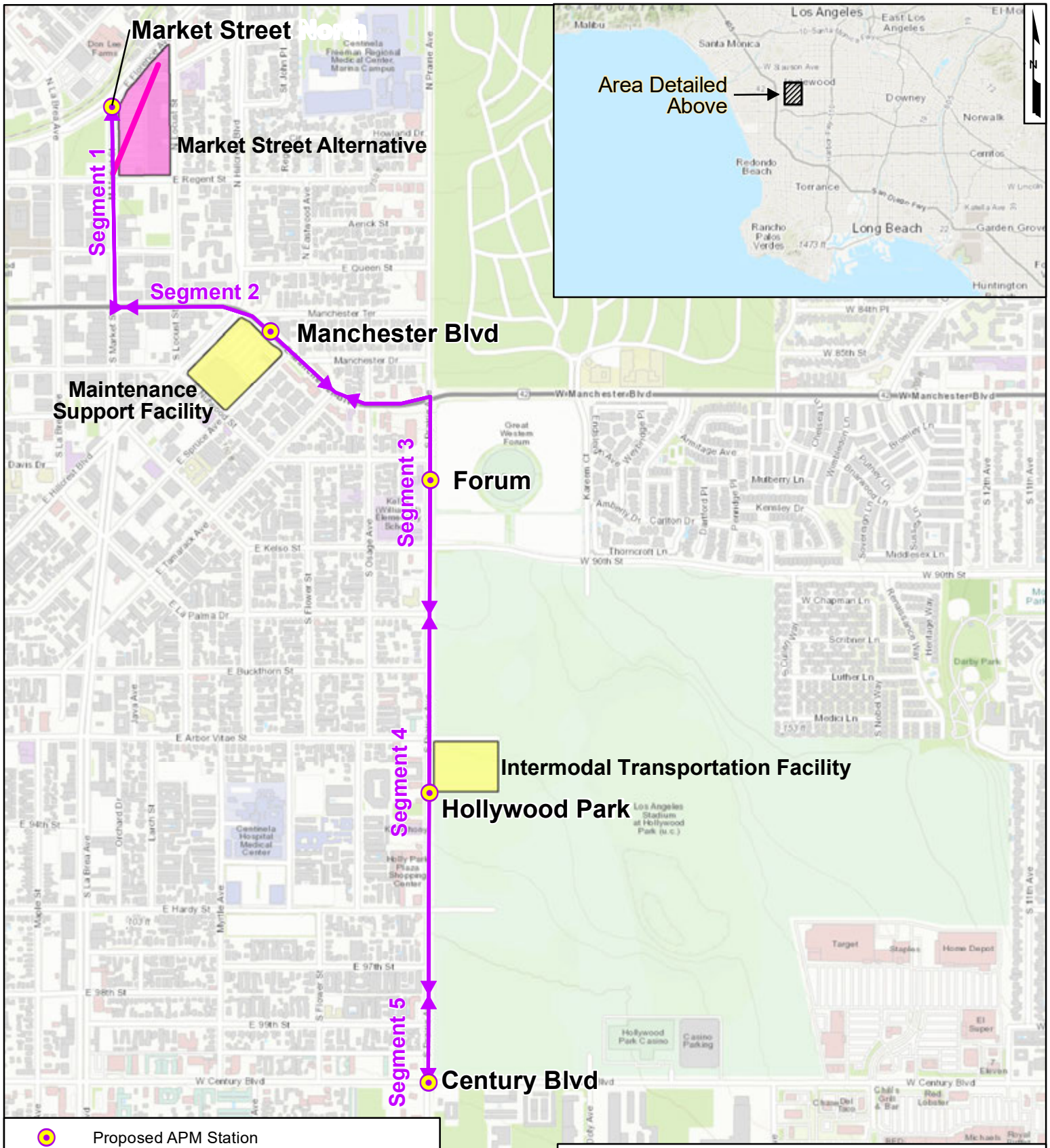
Table 1: Summary of Seismic Design Criteria

		Design Criteria	
		Operating Design Earthquake (ODE)	**Maximum Design Earthquake (MDE)**
Design Objective		"Structures should be designed to respond without significant structural damage, the low level of damage that may occur shall be repairable during normal operating hours."	"Structures should be designed to survive the deformation imposed, avoid major failure, and maintain life safety. The objective is to provide adequate strength and ductility to prevent collapse of the structure. The extent of the structure damage should be limited to what is visible and repairable."
Project Elements	Aerial Guideways and Bridges	144-year return period event	2,475-year return period event, compare to Caltrans seismic design criteria and apply the more critical design load.
	Ancillary Surface Facilities	144-year return period event	2,475-year return period event, compare to the applicable CBC 2016 loading and apply the more critical design load.

Table 2: Summary of Recommended Response Spectra

Spectrum	Spectral Acceleration at Identified Period (g)									
	0.01 (PGA)	**0.1**	**0.2**	**0.3**	**0.5**	**1.0**	**2.0**	**3.0**	**4.0**	**5.0**
ODE	0.31	0.61	0.76	0.72	0.55	0.29	0.13	0.08	0.06	0.04
MDE	0.95	1.78	2.67	2.39	2.02	1.23	0.56	0.35	0.24	0.18
Caltrans Deterministic A	0.55	0.89	1.14	1.18	1.14	0.96	0.49	0.30	0.21	0.16
Caltrans Deterministic B	0.53	0.93	1.16	1.11	0.96	0.67	0.25	0.12	0.07	0.06
Caltrans Deterministic C	0.42	0.73	0.92	0.89	0.78	0.57	0.23	0.13	0.09	0.07
Caltrans Probabilistic (5%/50 years)	0.56	1.05	1.23	1.23	1.05	0.79	0.39	0.24	0.17	0.14
CBC 2016	0.54	1.17	1.17	1.17	1.11	0.56	0.28	0.19	0.14	0.11

FIGURES

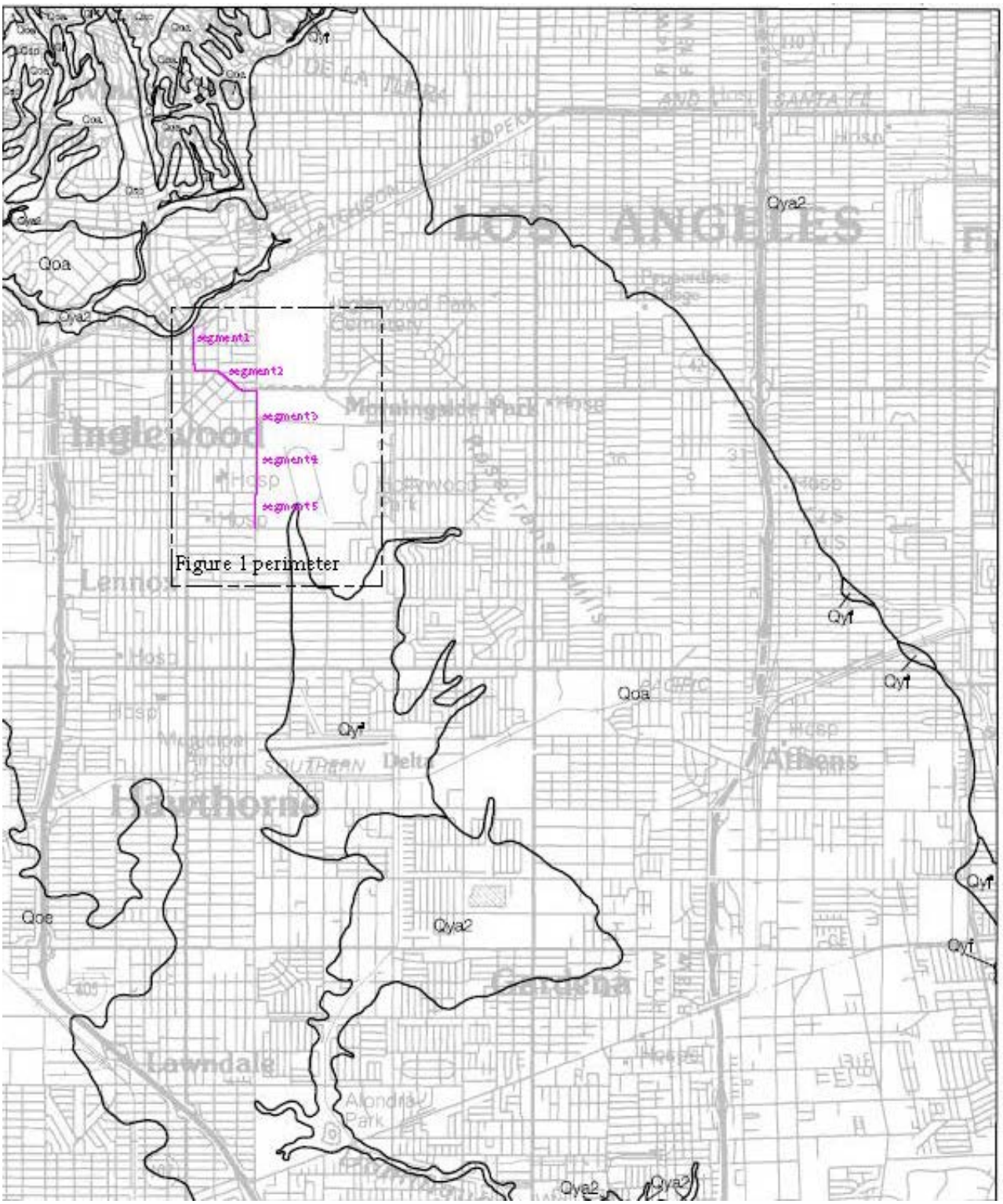


Site Location

Development of Seismic Hazard Design Criteria
Inglewood Transit Connector Project
Inglewood, California

Geosyntec consultants

Pasadena	June 2019	Figure 1



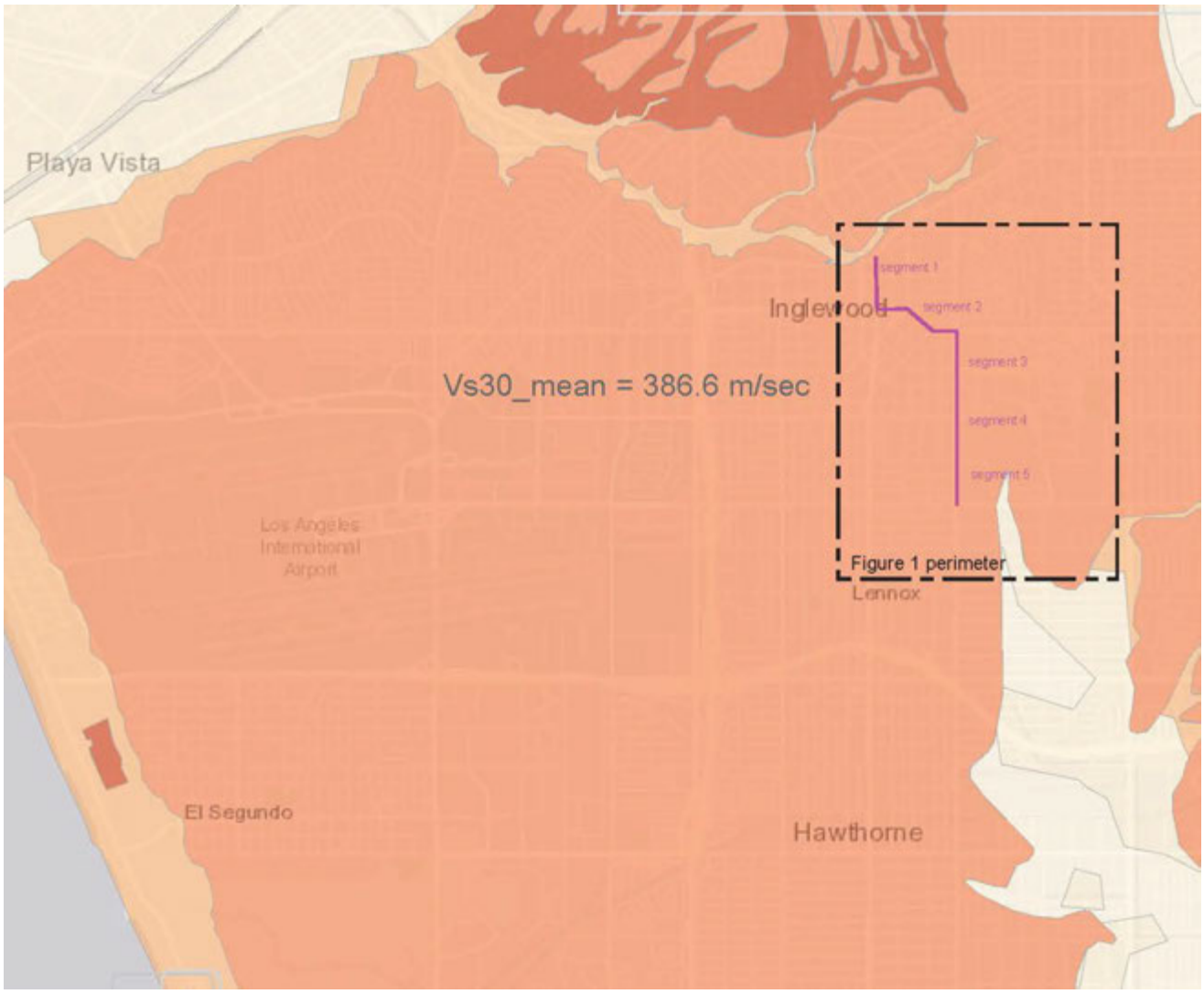
Inglewood Quad Geologic Map (CDMG, 2016)
Development of Seismic Hazard Design Criteria
Inglewood Transit Connector Project

Geosyntec consultants

Figure **2**

HPA1043 | June 2019

OCSD-8x11NP4-With Scale and North Arrow.docx



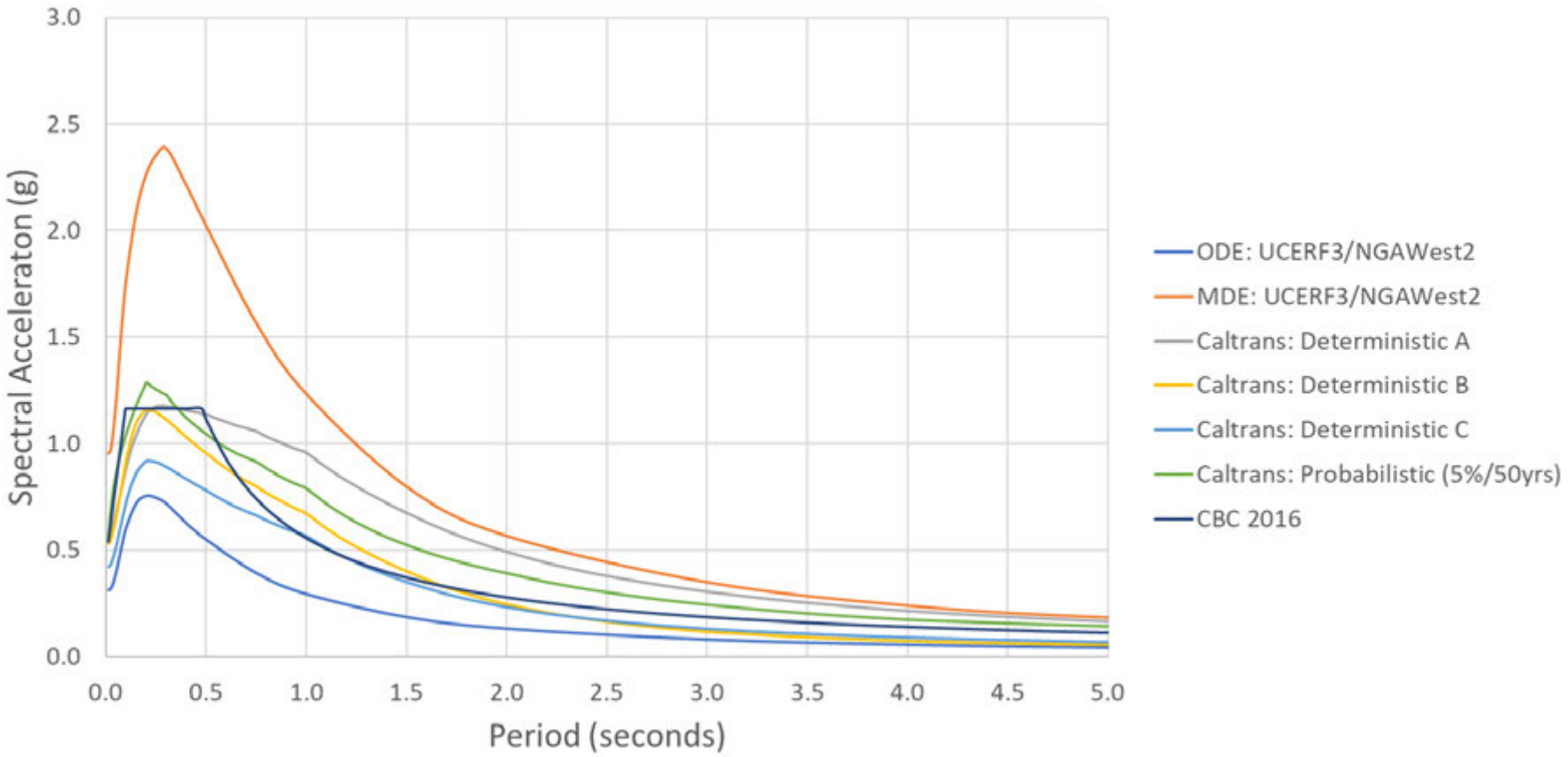
Mean Vs30 (from CGS, 2019)
Development of Seismic Hazard Design Criteria
Inglewood Transit Connector Project

Geosyntec consultants

Figure **3**

HPA1043 | June 2019

OCSD-8x11NP4-With Scale and North Arrow.docx



Design Response Spectra
Development of Seismic Hazard
Design Criteria
Inglewood Transit Connector Project

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Figure 4

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APPENDIX A

METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA

APPENDIX A

METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA

METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA
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CHAPTER 1

INTRODUCTION

1 Introduction

This Seismic Design Criteria Revision updates the latest documents prepared in 2003 for Metro Gold Line Eastside Extension, and is compatible with the revision to the Metro Design Criteria Section 5 references to seismic design of structures, and provides an update to Section 5 Appendix Chapter 3 Part A for Aerial Guideways and Bridges, and the addition of Chapter 3 Part B for Underground Structures.

1.1 Background

In 1981, Southern California Rapid Transit District (SCRTD), the agency responsible for the design and construction of the Metro Rail project in Los Angeles retained Converse Consultants, the general geotechnical consultant and study team of special geotechnical experts to develop reasonable seismic design criteria for the proposed 18 mile segment of the project.

In May 1983, a report titled “Seismological Investigations & Design Criteria” was published. Part I of the report included a comprehensive review and evaluation of available geologic and seismologic information, determination of probable ground motion along the proposed route, estimation of representative 100 year probable and maximum credible ground motions and response spectra for the project. Part II of that report provides guidance and criteria to be used for seismic design. Appendix A, Part II of that report provides general discussion on the seismic design approach and philosophy, defines seismic classes, and details for the structural design. Appendix B of that report is titled “Commentary” and contains an expanded discussion of items covered in Appendix A.

In June 1984, Metro Rail Transit Consultants, general consultant to SCRTD, published “Supplemental Criteria for Seismic Design of Underground Structures”. This document has provided structural seismic design criteria for underground structures on past Metro Rail projects. Those criteria provide step by step procedures and figures to determine earthquake imposed deformations (racking) within different geologic units for Operating Design Earthquake (ODE), and Maximum Design earthquake (MDE) and structure mechanisms for the acceptable conditions during MDE.

The above referenced reports show commendable research and scholarship, which made them the “state of the art” for the seismic criteria for underground structures. The major principles espoused in these reports stood the test of the time and are used elsewhere around the world.

After the 1989 Whittier Narrows Earthquake and 1994 Northridge Earthquake, Engineering Management Consultants, general consultant to MTA, retained Woodward Clyde Consultants to prepare: 1) complete Probabilistic Seismic Hazard Analysis (PSHA) for each of the four planned Eastside stations and 2) develop representative response spectra based on PSHA results, for the Eastside Extension (The underground alignment which was subsequently abandoned). Woodward Clyde Consultants

recommended adopting racking and horizontal and vertical accelerations for ODE and MDE rather than using the figures from the earlier supplemental criteria. The recommendation to change the seismic criteria for underground stations was implemented by MTA in 1997.

In the preparation of the design-build performance specifications for the Metro Gold Line Eastside Extension produced Section 01152.05, Appendix A, Structural/Geotechnical Supplemental Criteria for Design of Aerial Structures and Bridges, and Appendix B, Structural/Geotechnical Underground structures. Updating the Metro Design Criteria Section 5 references to seismic design of structures, Section 5 Supplement A for aerial structures, and the addition of Supplement B for Underground structure are the current revisions described in the Metro Supplemental Seismic Design Criteria documented by this Report.

1.2 Two Level Approach to Seismic Design

The choice of the design ground motion level, whether based upon probabilistic or deterministic analysis, cannot be considered separately from the level of performance specified for the design event. Oftentimes, important facilities are designed for multiple performance levels (e.g., with a different ground motion level assigned to each performance level, a practice referred to as performance based design. Common performance levels used in design of transportation facilities include protection of life safety and maintenance of function after the event. A safety level design earthquake criteria (a “rare” earthquake) is routinely employed in seismic design. Keeping a facility functional after a more frequent earthquake adds another requirement to that of simply maintaining life safety, and is typically only required for important facilities.

Current AASHTO LRFD Design Specifications and Guide Specifications has no explicit requirements for checking bridge performance for more frequently occurring ground motions than those that occur every thousand years, on average. But many owners want to be assured that certain important bridges will be functional in frequently occurring earthquakes such as those with return periods of the order of a hundred years or so.

Since Metro Rail is a very important transit facility that requires substantial financial investment and has significant economic consequences if it fails, a two-level ground motion approach to seismic design similar to that outlined in Applied Technology Council/Multidisciplinary Center for Earthquake Engineering Research, 2003, *Recommended LRFD Guidelines for the Seismic Design of Highway Bridges* (ATC-49) is appropriate. The Maximum Design earthquake (MDE) and the Operating Design Earthquake (ODE) discussed below form the basis of the two-level ground motion approach adopted for the Metro Rail project.

The Maximum Design earthquake (MDE): The collapse or significant disruption of the Metro Rail system during or after a major seismic event could have catastrophic effects not only on the Metro Rail system itself but also on many other aspects including the potential disturbance to other surface structures above the collapsed underground tunnel structures and the direct and indirect business and social losses. Furthermore, the repair to or replacement of an underground structure (which forms a major portion of the Metro Rail system) is considerably more difficult and costly than that for surface structures such as buildings. Modern buildings are being designed to withstand seismic

ground motions with a return period of approximately 2,500 years. The risk for the Metro Rail structure collapse needs to be at least no greater than that for the buildings. Many recent transit and important transportation facilities have also adopted the 2,500-year criteria for the safety level ground motions, including the Seattle Sound Transit Bridges and Tunnels, the Seattle Alaskan Way Tunnels, the New York City Transit Bridge and Tunnels, and the New Jersey Transit (Bridges and Tunnels). Therefore the Metro Rail structures need to be designed to sustain seismic ground motions based on the 2,500-year criteria (i.e., 4% exceedance in 100 years). The Metro Rail structures should meet the life safety performance level (no collapse) discussed above. The service level would allow disruption to general traffic, but some limited access for light emergency vehicles should be available. Given the difficulty with abandoning or replacing a transit facility of this size and nature, a repairable damage level should be considered in lieu of "significant damage" sometimes used for other projects.

Operating Design Earthquake (ODE): In practice, where a lower level (more frequently occurring) earthquake is chosen to check functionality, the selected return period has varied from project to project, even within the same geographic region. In the west coast (e.g., cities in California and Seattle), a return period typically in the range of 100 to 150 years have been used for various transit projects (e.g., 108 years for the Seattle Alaskan Way Tunnel, and 150 years for the Seattle Sound Transit and the SF Central Subway). The lower-level design earthquake selected used for these projects is one that is expected to occur during the service life of the facility, typically based on a 50% chance of exceedance in the life of the facility. Since the design service life of the Metro Rail is 100 years, the corresponding return period for a 50% chance of exceedance is about 150 year. Therefore for the lower level design earthquake (i.e., the ODE) a return period of 150 years (50% probability of exceedance in 100 years) is selected for the Metro Rail project. One of the primary purposes in designing for the lower-level ground motions is to reduce the likelihood of future repair and maintenance costs by minimizing damage during more frequently occurring earthquakes. The service level requirement under the ODE is for the facility to be put back in service for general traffic immediately after a post-earthquake inspection. This applies not only to the structure but also to the mechanical systems needed for safe tunnel operation. The damage service level is none to minimal.

The procedures to develop the MDE and ODE ground motion criteria for Aerial and Underground Structures are described in Chapter 2.

1.3 Design Policies and Objectives

The criteria and codes specified herein shall govern all matters pertaining to the design of Metro owned facilities including bridges, aerial guideways, cut-and-cover subway structures, tunnels, passenger stations, earth-retaining structures, surface buildings, miscellaneous structures such as culverts, sound walls, and equipment enclosures, and other non structural and operationally critical components and facilities supported on or inside Metro structures. These criteria also establish the design parameters for temporary structures. The minimum design life objective for permanent structures designed to meet this criteria shall be 100 years.

These seismic criteria also apply to existing adjacent buildings, their foundations, and their utility services not owned by Metro, but that fall into the zone of influence of Metro's

temporary and permanent facilities being designed. Where cases of special designs are encountered that are not specifically covered by these criteria, the designer shall bring them to the attention of Metro to determine the technical source for the design criteria to be used.

1.3.1 Design Policy

Metro Rail projects are large-scale public projects in areas susceptible to major earthquakes. Earthquake initiated failures of associated structures and systems could lead to loss of life and/or major disruption of transportation systems.

The philosophy for earthquake design for these criteria is to provide a high level of assurance that the overall system will continue operating during and after an Operating Design Earthquake (ODE). Damage, if any, is expected to be minimal and to minimize the risk of derailment of a train on the bridge at the time of the ODE. Further, the system design will provide a high level of assurance that public safety will be maintained during and after a Maximum Design Earthquake (MDE).

1.3.2 Design Objectives

For the ODE, which may occur more than once during the normal 100 year life expectancy, the structure should be designed to respond without significant structural damage; the low level of damage that may occur shall be repairable during normal operating hours.

For the MDE, which has a low probability of being exceeded during the normal 100 year life expectancy, the structure should be designed to survive the deformation imposed, avoid major failure, and maintain life safety. The objective is to provide adequate strength and ductility to prevent collapse of the structure. The extent of the structural damage should be limited to what is visible and repairable.

Aerial Guideways and Bridges -- In the case of bridges and aerial guideways, the design shall not result in less seismic performance capability than that required by Caltrans. To substantiate that this necessity has been met, design check calculations using Caltrans criteria may be required. The foundations of bridge and aerial guideway associated structures shall be designed taking into account the effects of soil-structure interaction. The American Disabilities Act requirements between the vehicle floor and station platforms will be considered in the analysis of dead and live load deflections and camber growth. The full loads resulting from construction equipment and other temporary elements shall be applied unless otherwise allowed by Metro. Detailed Seismic Design Criteria are documented in Chapter 3, Part A.

Underground Guideway and Structures -- For the seismic design and analysis of underground tunnels and support spaces circular in section, the structures should be based primarily on the ground deformation as opposed to the inertial force approach. In cases where the underground structure is stiff relative to the surrounding ground, the effect of soil-structure interaction shall be taken into consideration. Other critical conditions requiring soil-structure interaction verification include the contiguous interface between flexible and rigid components or the interface of two different structures such as a tunnel and a station, a cross-passage or ventilation building, and a station and an

entrance, or a vent shaft. Detailed Seismic Design Criteria are documented in Chapter 3, Part B.

Ancillary Surface Facilities – Some ancillary facilities are subject to both the code forces normally applied to surface buildings as well as those being applied to the transit guideways. Whichever code applies the most critical set of requirements shall apply to the design.

1.3.3 Seismic Ground Motion Considerations

The methodology for development of seismic ground motion criteria for design of both Aerial and Underground Structures (reflecting both the ODE and MDE) is documented in Chapter 2. The criteria should be developed on a site specific basis and based on 2009 probabilistic seismic hazard analysis procedures documented by the USGS and Caltrans. The procedures incorporate the latest consensus on active fault magnitude and recurrence relationships in the Los Angeles region, and on recently developed ground motion attenuation relationships. Any departure from these procedures due to new developments must be approved by Metro. Design considerations related to fault displacement estimates are also addressed in Chapter 2.

1.4 The LRFD Philosophy

The Federal Highway Administration (FHWA) and the Nation's states have established a goal that LRFD standards be incorporated in all new designs after 2007. In addition, most non-highway codes and standards have already or are beginning to follow suit in a trend that is extremely unlikely to be reversed. The Seismic Design Criteria documented in Chapter 3 have adopted the LRFD Philosophy.

Working stress design (WSD) began to be adjusted in the early 1970s to reflect the variable predictability of certain load types, such as wind loads, through adjusting design factors. This design philosophy is referred to as load factor design (LFD). A further philosophical extension results from considering the variability in the properties of structural elements, in similar fashion to load variabilities. While considered to a limited extent in LFD, the design philosophy of load-and-resistance factor design (LRFD) takes variability in the behavior of structural elements into account in an explicit manner. LRFD relies on extensive use of statistical methods, but sets forth the results in a manner readily usable by bridge and aerial guideway designers and analysts.

Applying the concepts of LRFD leads to an AASHTO specified design life of 75 years. Design Life as used here means the period of time on which the statistical derivation of transient loads is based. With the additional seismic and other precautions taken with the aerial structures, and the mainly static forces applied to underground structures, the service life for structures carrying rail transit as designed under these criteria is 100 years.

LRFD employs specified Limit States to achieve the objectives of constructability, safety, and serviceability. A Limit State is defined as a condition beyond which a structure or structural component ceases to satisfy the provisions for which it was designed. The resistance of components and connections are determined, in many cases, on the basis of inelastic behavior, although the force effects are determined by using elastic analysis.

This inconsistency is common to most current specifications as a result of incomplete knowledge of inelastic structural action.

LRFD uses extreme event limit states to ensure the structural survival of structures during a major earthquake or flood, or when there is a potential collision by rail or rubber tired vehicles. Extreme Event Limit States are considered to be unique occurrences whose return period may be significantly greater that the design life of the bridge.

LRFD also classifies structures on the basis of operational importance. Such classification is based on the social-survival-and/or security-defense requirements. Metro is responsible for declaring a structure or structural component to be operationally important.

REFERENCES

1. State of California Department of Transportation (Caltrans) Bridge Design Specification (BDS) referenced ”LRFD Bridge Design Specifications”, Fourth Edition, 2007, (Including 2008 and 2009 Interims), by the American Association of State Highway and Transportation Officials, (AASHTO).

2. American Association of State Highway and Transportation Officials, (AASHTO-CRV), “Guide Specifications for Horizontally Curved Steel Girder Highway Bridges,” 2003.

3. Allen, T.M., “Development of Geotechnical Resistance Factors and Downdrag Load Factors for LRFD Foundation Strength Limit State Design, Publication No. FHWA-NHI-05-052. Federal Highway Administration, 2005.

4. Allen, T.M., A. Nowak, and R. Bathurst, “Calibration to Determine Load and Resistance Factors for Geotechnical and Structural Design,” TRB Circular E-C079, Transportation Research Board, Washington DC, 2005.

5. California Building Standards Commission, “California Building Code, California Code of Regulations, Title 24,” based on the 2006 International Building Code, 2007.

6. US Department of Transportation, Federal Highway Administration, National Highway Institute, “Technical Manual for Design and Construction of Road Tunnels – Civil Elements”, March 2009 (FHWA-NHI-09-010), 2010.

CHAPTER 2

SEISMIC DESIGN GROUND MOTION CRITERIA

2.1 General

This Chapter describes the current Metro Seismic Design Ground Motion Criteria to be used for Aerial Guideways and Structures Chapter 3, Part A and for Underground Guideways and Structures Chapter 3, Part B. The Ground Motion Criteria replaces previous criteria used by Metro for projects as described in:

1. The "Supplemental Criteria for Seismic Design of Underground Structures" published in June 1984 by Metro Rail Transit Consultants.

2. The Section 5 Structural Supplement A "Ground Motion Response Spectra for Bridge and Elevated Structures Proposed Metro Rail Projects, Los Angeles County, California" prepared by Law/Crandall Inc, in 1994.

3. The 1997 Ground Motion Criteria developed for four stations for the Eastside Extension, prepared by Woodward Clyde Consultants.

4. The Structural/Geotechnical ground motion criteria prepared for Aerial Underground Structures (Appendices A and B) for the Eastside Extension design-build specifications.

Section 2.2 provides an overview of the Geologic and Seismic Environment related to existing or proposed Metro transportation alignments including descriptions of the regional stratigraphy, tectonics, historical seismicity, and principal active faults.

Section 2.3 describes the use of probabilistic seismic hazard analyses for the development of the site specific Operating Design Earthquake (ODE) and Maximum Design Earthquake (MDE) ground motion criteria for aerial and underground structures. Criteria development includes:

1. Determination of ground surface design spectra, and peak ground motion parameters for aerial structures.

2. Determination of design spectra at depths below underground structures for development of matching acceleration time histories.

3. Procedures for determining spectral matched acceleration time histories for analyses.

Section 2.4 discusses the evaluation of fault rupture potential and methods used to determine fault rupture characteristics and displacement estimates. Probabilistic methods for estimating fault displacements are also noted.

2.2 Geologic and Seismic Environment

2.2.1 Regional Stratigraphy

The existing and proposed Metro Transportation alignments traverse portions of four major physiographic features as shown in Figure 2-1, namely the Los Angeles Basin, the Santa Monica Mountains, the San Gabriel Valley, and the San Fernando Valley. The Los Angeles Basin, once a marine embayment, accumulated sediments eroded from surrounding highlands during the Miocene and Pleistocene epochs beginning about 25 million and one million years ago, respectively. Uplift of the Santa Monica Mountains provided much of the sediment filling the Basin. Volcanic activity also produced extensive accumulations of basalt in the Santa Monica Mountains during the Miocene epoch. The Los Angeles Basin and the San Fernando Valley were uplifted during the Pleistocene epoch. Rapid uplift and erosion was in early Pleistocene time, filling the Los Angeles Basin with about 1,300 feet of sandy sediments (San Pedro Formation). Holocene time (beginning with the last melting of the Ice Sheets 11,000 years ago) resulted in alluvium (coarse gravels and sands) being deposited in stream channels extending into the Los Angeles Basin. The San Fernando Valley has been filled with considerably thicker deposits of alluvial sediments than the northern part of the Los Angeles basin.

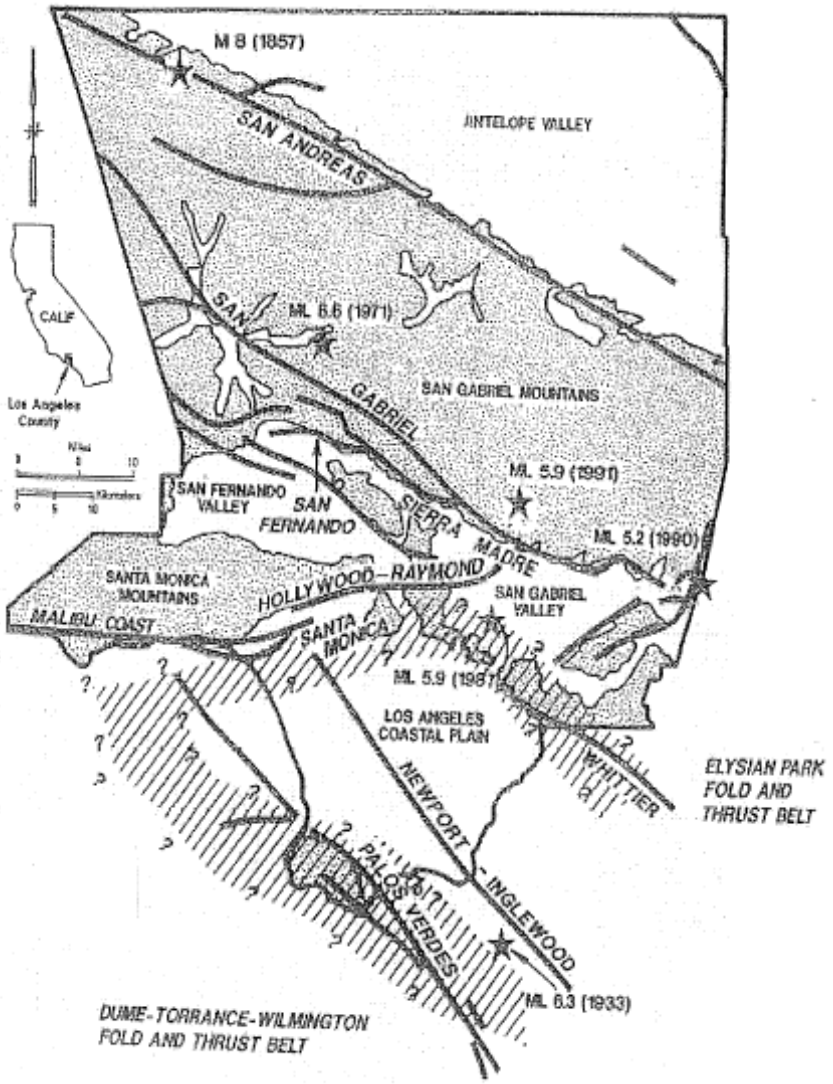


Figure 2-1 Location map of Los Angeles County showing physiographic provinces, selected faults and significant historic earthquakes. Fold and thrust belts shown from Hauksson (1990) represent potentially significant "blind" seismogenic sources. (After Gath, 1992)

Geologic units associated with existing or proposed tunnel alignments in order of increasing age, are shown in Table 2-1. With reference to this table, the geologic materials ranging from Alluvium through the Puente Formation can be regarded as being associated with soft ground or soft rock tunneling methods. The harder rock formations associated with the Topanga Formations and the granitic rocks encountered in the Santa Monica Mountains, require hard rock tunneling techniques.

Table 2-1 – Geologic Units Associated with Existing or Proposed Tunnel Alignments (after Converse et al. 1981)

Formation	Map Symbol	Description
Young Alluvium	(Qal)	Silt, sand, gravel, and boulders; chiefly unconsolidated (loose) and granular.
Old Alluvium	(Qalo)	Clay, silt, sand, and gravel; chiefly consolidated (stiff) and fine-grained.
San Pedro Formation	(Sp)	Sand; clean, relatively cohesionless; locally impregnated with oil or tar (Formation not exposed at surface on Geologic map).
Fernando Formation	(Tf)	Claystone, siltstone, sandstone; chiefly soft, stratified siltstone; local hard sandstone beds.
Puente Formation	(Tp)	Claystone, siltstone, sandstone; chiefly soft, stratified siltstone; local hard sandstone.
Topanga Formation	(Tt)	Siltstone, sandstone, conglomerate; chiefly hard, well cemented, massive sandstone; local soft, thin siltstone beds; includes some Cretaceous conglomerate and sandstone, undifferentiated beds.
Topanga Formation	(Tb)	Basalt; includes dolerite and andesitic basalt; non-columnar flows and intrusives; deeply weathered, soft crumbly at surface; hard, unweathered at depth.
Alluvial Fan	(Qf)	Silt, sand, gravel, and boulders; primarily semi-unconsolidated (dense) and granular.
Modelo Formation	(Tm)	Claystone, siltstone, sandstone; chiefly soft, diatomaceous stratified siltsone; local hard sandstone beds.
Granite	(Cg)	Chiefly granodiorites; deeply weathered, soft at surface; hard unweathered at depth.

The floor of the Basins are underlain by Quaternary-age sandy sediments with local silts, clays, and gravels. These generally can be subdivided into non-indurated loose Holocene-age sediments, and non-indurated, but denser, Pleistocene-age materials.

The uppermost Pleistocene materials are generally non marine deposits referred to as the Lakewood Formation which is on the order of 125,000 to 500,000 years old (California Department of Water Resources, 1961). These late- to middle-Pleistocene sediments overlie older, early-Pleistocene, marine sediments referred to as the San Pedro Formation which is more than 500,000 years old. The San Pedro Formation overlies marine Tertiary-age (> 2 million years) sediments and sedimentary rocks. These include the Pico, Repetto, Fernando, Puente, and Monterey formations. The Tertiary-age sediments and rocks, in turn, overlie Mesozoic-age (~100 million years) crystalline basement rocks at depths ranging from about 1,500 to 3,000 m west of the Newport-Inglewood Structural Zone (NISZ) to as much as 10,000 m in the deepest part of the central basin east of the NISZ (Yerkes et al., 1965). The basement west of the NISZ is

primarily metamorphic rock (schist) whereas the basement to the east includes both metamorphic and igneous rocks.

2.2.2 Regional Tectonics

Except for the Newport-Inglewood Structural Zone, most surface geological faults such as the Santa Monica, Hollywood, and Whittier faults occur along the Basin margins. In addition to these known surface faults, the Los Angeles region is underlain by subsurface thrust and reverse faults (commonly referred to as "blind" faults and shown approximately on Figure 2-1 as dashed lines). These are poorly understood features with poorly known locations and orientations. Most of the known subsurface faults underlie the higher-standing plains along the inland margin of the Basin, but others have been proposed (for example, the San Joaquin Hills thrust fault). Most large earthquakes associated with these subsurface features are most likely to originate at depths between 10 and 15 km. The 1987 Whittier earthquake occurred on one of these buried faults that dips northerly under the Repetto Hills and San Gabriel Basin.

The present tectonic regime appears to have been in place since middle Pleistocene time and the present-day configuration of the Los Angeles Basin would have been recognizable about 200,000 to 300,000 years ago. The greatest tectonic activity within late Pleistocene time has occurred primarily in proximity to the major surface faults such as the Palos Verdes, Malibu-Santa Monica-Hollywood, Newport-Inglewood, Whittier, and Sierra Madre faults. The subsurface thrust faults within the region have not been active enough to create similar prominent uplifts and only a few (e.g. Santa Fe Springs) even have subtle recognizable surface expression.

2.2.3 Regional Seismicity

The southern California area is seismically active as shown on the seismicity map of Figure 2-2. Additional seismicity information is provided in Figure 2-3, which shows some of the more notable earthquakes in the Los Angeles Basin. Seismicity in the Los Angeles Basin does not clearly correlate to surface faults. There is no concentration or clustering of earthquakes in the site region except perhaps along the NISZ where a series of aftershocks from the 1933 event are located. Ward (1994) suggested that as much as 40% of the tectonic strain in southern California is not released on known faults. Part of this difficulty is due to the fact that the Basin is underlain by the several poorly known blind thrust faults as noted above.

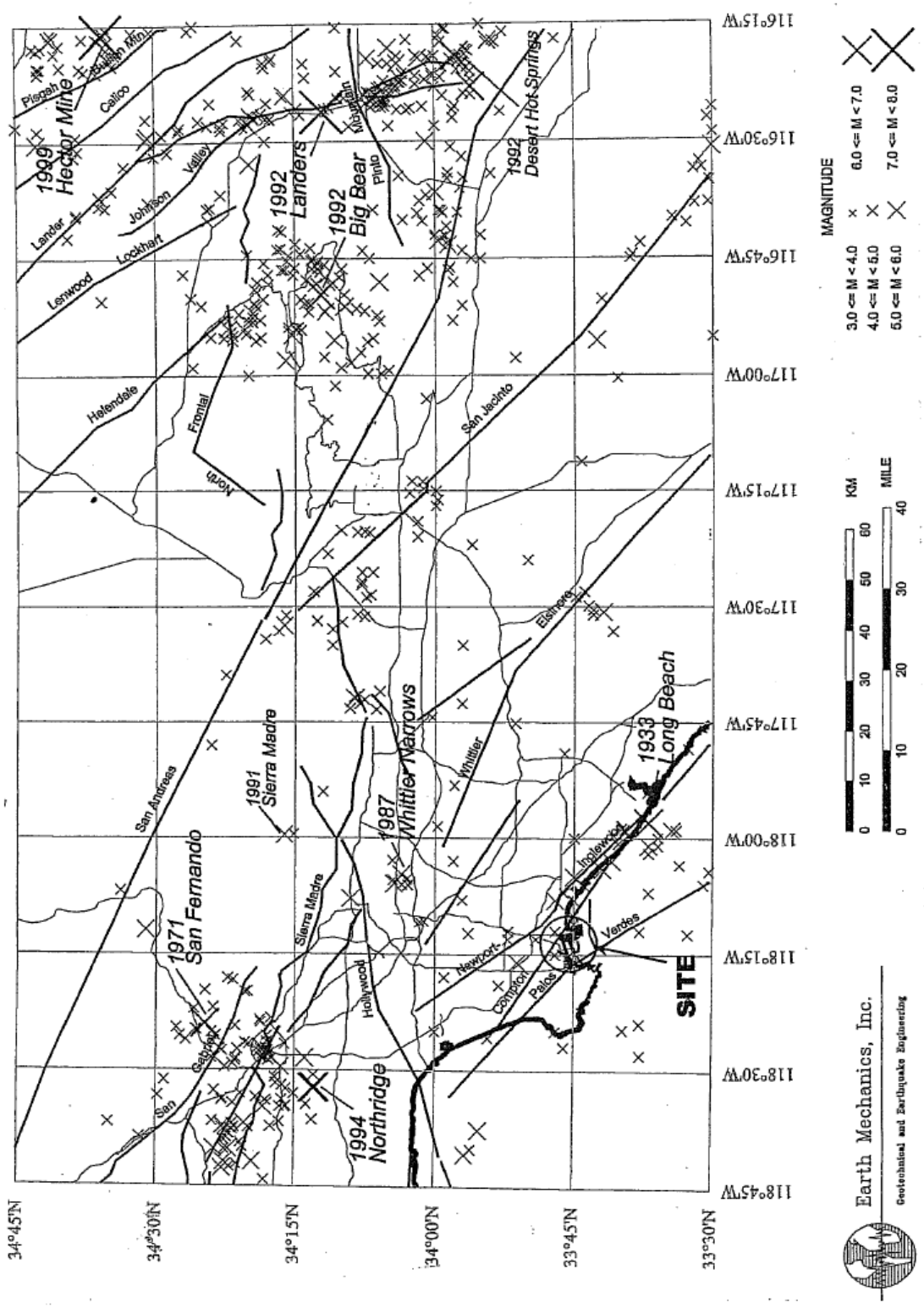
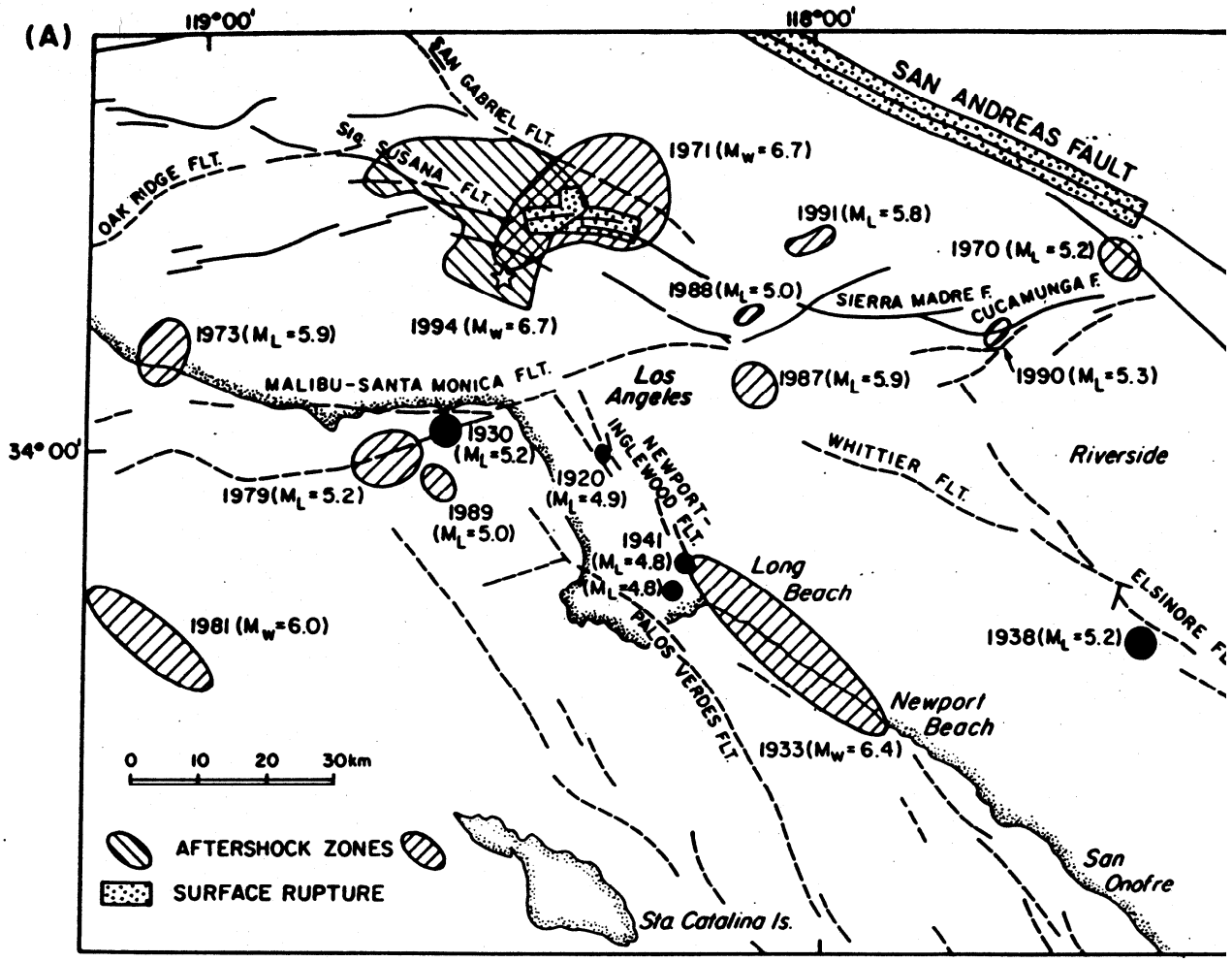


Figure 2-2 Seismicity Map



Note: Cross-hatched areas indicate aftershock zones (after Hauksson, 1995)

Figure 2-3 Significant Earthquakes in the Los Angeles Area

The largest historical earthquake within the Los Angeles Basin was the 1933 Long Beach earthquake of M_W = 6.4 (M_L = 6.3). The 1971 San Fernando (M_L = 6.4, M_W = 6.7) earthquake occurred outside of the basin along the northern margin of the San Fernando Valley within a zone of mapped surface faults of the Sierra Madre fault zone. The more-recent 1987 Whittier earthquake (M_L = 5.9, M_W = 5.9) and the 1994 Northridge (M_L = 6.4, M_W = 6.7) earthquakes occurred under the San Gabriel Valley and the San Fernando Valley, respectively, but were not associated with surface faults. In the offshore region, there have been no major earthquakes (M~7.0+) in historical times.

The 1933 Long Beach earthquake is generally believed to have been associated with the Newport-Inglewood Structural Zone (Benioff, 1938). This association was based on abundant ground failures along the trend but no unequivocal surface rupture was identified. Hauksson and Gross (1991) reevaluated the seismicity and relocated the 1933 earthquake to a depth of about 10 km below the Huntington Beach-Newport Beach city boundary.

Hauksson (1987, 1990) analyzed the historical seismicity of the Los Angeles Basin. Although several older events were included, the principal time frame of the earthquake record studied was from 1977 to 1989, only about 12 years. This is a short time relative to the geologic time scales that control crustal tectonic activity, and thus the results of the study must be used cautiously. Also, there were few moderate and no large events in this record. History has shown repeatedly that small earthquakes are not necessarily indicative of where larger events will occur and/or of the nature of the principal tectonic regime. Of 244 earthquake focal mechanisms, 59% were predominantly strike-slip, 32% were reverse, and the rest were normal-fault mechanisms. All of the events were widely distributed and intermixed, and patterns are ambiguous. A large proportion of the strike-slip events occurred along the NISZ but the distribution is generally loosely scattered. More of the reverse mechanisms occurred north of the latitude of Palos Verdes Hills than to the south but like the strike-slip events the pattern is loose and typified by widely scattered events. Most of the normal-fault mechanisms occurred in the offshore area, but several also occur along the NISZ.

In overview, both the earthquakes and the geologic structures in the Los Angeles Basin appear to characterize tectonic environments whereby the northernmost part of the Basin, adjacent to and including the Santa Monica Mountains, is primarily a contractional tectonic regime (thrust and reverse faulting); the middle part of the Basin (to about a line connecting the north side of the Palos Verdes Hills-Signal Hill-Peralta Hills is a mixture of contractional and transcurrent (transpressional) structures, and the southern part of the Basin is primarily a transcurrent regime (strike-slip faulting).

Without a history of repeated large earthquakes within the basin, it is difficult to characterize the maximum earthquake potential. Neither the 1971 San Fernando, the 1987 Whittier, nor the 1994 Northridge earthquakes occurred within the Los Angeles Basin. However, they occurred within the same basic compressional tectonic regime and thus are probably representative of the size of earthquakes likely to occur on the larger subsurface reverse faults within the basin. The maximum earthquakes for the strike-slip faults can be estimated only from comparison of empirical fault-length/earthquake-magnitude data, and these suggest events in the M = 7 to 7.25 range.

2.2.4 Principal Active Faults

The following paragraphs briefly describe the principal active faults in the Los Angeles region that potentially could impact Metro structures. Locations of these faults are shown on Figure 2-1. This information is given from a regional perspective for understanding the nature of the faults, and provides a basis for the parameters used in probabilistic seismic hazard analysis discussed in Paragraph 2-3. More detailed descriptions of active faults in the Los Angeles Region may be found in publications by Schell and Dolan et al.

Palos Verdes Fault

The Palos Verdes fault extends from the northeast side of the Palos Verdes Peninsula southeasterly into deep water of the Continental Borderland. Northwesterly, the fault extends into Santa Monica Bay. Together, these segments extend for a total length of about 100 km.

The Palos Verdes fault is predominantly a strike-slip fault but has a small vertical component (~10% to 15%). The slip rate of the Palos Verdes fault is based primarily on the geophysical and geological studies in the outer harbor of the Port of Los Angeles by McNeilan et al. (1996). McNeilan et al. estimated a long-term horizontal slip rate of between 2.0 and 3.5 mm/yr. A slip rate of 3.0 mm/yr (±1mm) is the rate used by the California Geological Survey and the U.S. Geological Survey.

There have been no significant earthquakes on the fault since arrival of the Franciscan missionaries in the 1700s so there are virtually no direct data to help constrain the recurrence interval for large earthquakes on the Palos Verdes fault. Using the empirical data of Wells and Coppersmith (1994) to indirectly make judgments on how long it would take to store up enough strain to generate a M6.8 to 7.4 earthquake, it appears that recurrence intervals for such earthquakes on the Palos Verdes fault would range from a few hundred to a few thousand years. For example, fault rupture scenarios evaluated by McNeilan et al. (1996) ranged from 180 to 630 years for a M6.8 event, 400 to 440 years for a M7.1 event, 1,000-1,100 years for a M7.2 event, and 830 to 1,820 years for a M7.4 event).

Newport-Inglewood Structural Zone

The Newport-Inglewood Structural Zone (NISZ) consists of the northwest-southeast trending series of faults and folds associated with an alignment of hills in the western Los Angeles Basin extending from the Baldwin Hills on the north to Newport Mesa on the south (Figure 2-1). The fault seems to have originated in late Miocene time but based on relative stratigraphic thickness of bedding across the zone, the greatest activity seems to have occurred since Pliocene time indicating the fault is quite young.

The NISZ comprises several individual faults and branch faults, few of which have good surface expression as actual fault scarps.

The maximum earthquake used for the NISZ in local geotechnical investigations has generally been magnitude 7.0. This may be relatively small for a feature as long as the SMB zone but the magnitude is based on the concept that the zone consists of shorter discontinuous faults, or segments, that behave independently. The fault was the source of the 1993 Long Beach earthquake of magnitude 6.3, but as with the Palos Verdes fault, the history of earthquakes on the NISZ is incomplete so it is difficult to estimate a maximum earthquake. Empirical fault-length/ earthquake-magnitude relations (Wells and Coppersmith, 1994) suggest an MCE of about 7.0.

The recurrence interval for the maximum earthquake on the NISZ is very long, on the order of a thousand years or more (Schell, 1991; Freeman et al., 1992; Shlemon et al., 1995; Grant et al., 1997). The rate of fault slip is poorly known but seems to be very slow.

Sierra Madre Fault

The Sierra Madre fault is one of the major faults in the Los Angeles region and lies along the southern margin of the San Gabriel Mountains forming one of the most impressive geomorphic features in the Los Angeles area. The fault is recognized by juxtaposition of rock types, shearing and crushing along the fault trace, and by linear land forms (geomorphology). The fault is primarily a thrust fault that has thrust the ancient igneous

and metamorphic rocks of the San Gabriel Mountains up and over young Quaternary-age alluvial deposits. The fault zone is very complex and over much of its length comprises several subparallel branches along the northern edge of the San Fernando and San Gabriel valleys (Figure 2-1). The fault may also be divided into segments along length, each with somewhat different rupture characteristics and histories.

The poor documentation of Quaternary faulting on the Sierra Madre fault makes it difficult to assess its earthquake capability. Based on worldwide empirical fault-length/earthquake-magnitude relationships (Wells and Coppersmith, 1994), the Sierra Madre fault is capable of producing earthquakes in the 7.0 to 7.5 magnitude range (Dolan et al., 1995). If the fault ruptures one of the segments independently, earthquakes of M = 7.0 are more likely; if more than one segment ruptures together, larger earthquakes are possible.

About 20 km of the westernmost part of the Sierra Madre fault ruptured the ground surface during the 1971 San Fernando earthquake (M_w = 6.7). The 1971 event was characterized by reverse faulting along a fault dipping about 45° to 50° northerly. In 1991, a magnitude 5.8 earthquake occurred below the San Gabriel Mountains at a depth of about 16 km and is generally believed to have occurred on the Clamshell-Sawpit branch of the Sierra Madre fault zone. The best available information indicates that large earthquakes on the Sierra Madre fault occur sometime between a few hundred years to a few thousand years (~5,000 years according to Crook et al, 1987). Geological and paleoseismological studies by Rubin et al. (1998) suggest that two prehistoric ruptures within the past 15,000 years had large displacements typical of earthquakes in the M = 7.0 to 7.5 range.

Reliable geological information on the slip rate of the Sierra Madre fault is scarce and the average time between large ground rupturing earthquakes is poorly known. Some geological studies have indicated that the average rate of displacement for the Sierra Madre fault may be as high as about 3 to 4 mm/year. The California Geological Survey uses a slip rate of 2.0 mm/yr (±1.0 mm).

Malibu Coast, Santa Monica, Hollywood Fault System (Southern Frontal Fault system)

One of the major fault systems in the Los Angeles Basin is along the southern edge of the Santa Monica Mountains separating Mesozoic plutonic rocks from Tertiary and Quaternary sedimentary rocks. The fault system consists of the Santa Monica and Hollywood faults and smaller segments such as the Malibu Coast and Potrero faults (see Figure 2-1). Together, these faults form the southern boundary fault of the Santa Monica Mountains.

The Santa Monica Mountains rise abruptly to 500 to 600 m above the Los Angeles Basin floor and are indicative of a large vertical component of faulting. Earthquake focal mechanisms and local geologic relationships suggest reverse faulting with a subordinate left-lateral component. Investigations is the past decade or so (e.g. Davis et al., 1989; Dolan et al., 1995) postulate that the Santa Monica and Hollywood fault are predominantly strike-slip features and that the mountains are underlain by a separate, but related, blind thrust fault. The Metro Rail Red Line tunnel through the Hollywood segment of the fault system revealed a major shear zone with the plutonic rocks of the Santa Monica Mountains, uplifted over Quaternary alluvium and colluvium. The fault

zone consists of a northerly dipping fault with about a 100-meter-wide sheared gouge zone.

There have been no large earthquakes associated with Western Transverse Ranges southern boundary fault zone in historical time, but geological studies (Dolan et al., 1997, 2000a, 2000b) have documented Holocene faulting within the zone. Geological data indicate the recurrence intervals for large earthquakes are very long and appear to be on the order of a few thousand years; The Hollywood fault appears to have had one surface rupturing event in Holocene time (Dolan et al., 1997; 2000) with an average recurrence interval in the range of about 4,000 to 6,000 or 7,000 years. The Santa Monica fault has had two or probably three events in the past 16,000-17,000 years suggesting an average recurrence interval of about 7,000-8,000 years (Dolan et al., 2000).

Documented slip rates are less than 1.0 mm/yr but this estimate suffers from lack of data on the lateral slip. The California Geological Survey (2003) assumes a slip rate up to about 1.0 mm/yr (± 0.5 mm). The great length of the fault system suggests that it is capable of generating a large earthquake (M~7.5) but the discontinuous nature of faulting suggests that faults may behave independently and perhaps a smaller maximum earthquake (M~6.5 to 7.0) is more appropriate. Dolan et al (1997) postulated a M_w = 6.6 event for the Hollywood fault, and Dolan et al. (2000) postulated an M = 6.9-7.0 event for the Santa Monica fault.

Raymond Hill Fault

The Raymond Hill fault or as commonly referred to, the Raymond fault. The Raymond Hill fault is about 26 km long and extends approximately east-west through the communities of San Marino, Arcadia, and South Pasadena (Figure 2-1).

The Raymond Hill fault is characterized by left-lateral oblique reverse slip. This fault dips at about 75 degrees to the north. The rate of slip is between 0.10 and 0.22 mm/yr. The fault has been considered by some geoscientists to be interconnected with the Hollywood fault because they have similar trends and similar types of displacement. However, the disparity between recurrence intervals and the age of latest surface rupture suggests they are discrete features.

The most recent major rupture occurred in Holocene time, about 1000 to 2000 years ago (Weaver and Dolan, 2000). There is geological evidence of at least eight surface-rupturing events along this fault in the last 40,000 +/- years. At least five surface ruptures occurred in the past 40,000 years. However, four of these events occurred between 31,500 and 41,500 years ago (Weaver and Dolan, 2000). This indicates that surface ruptures occur over very irregular intervals and may be more random than systematic.

Elysian Park Fold and Thrust Belt

The Elysian Park Fold and Thrust Belt (EPFT) was initially a concept by Davis et al (1989) who postulated that the Los Angeles area is underlain by a deep master detachment fault, and that most of the folds and faults in the region result from slip along the detachment causing folding and blind thrust faulting at bends and kinks in the detachment fault. Shaw and Suppe (1996) further developed and expanded the

detachment/blind thrust model. They proposed several zones of subsurface faulting and folding consisting of the Elysian Park trend, the Compton-Los Alamitos trend, and the Torrance-Wilmington trend. Few of these thrust ramps have actually been seen in well data or seismic-reflection surveys because the postulated features are generally at depths beyond the reach of drilling or seismic-reflection methods. The detachment/blind thrust model was initially embraced primarily because the 1987 Whittier Narrows earthquake occurred in proximity to one of the postulated thrust ramps beneath the Elysian Park fold belt. At present most seismic hazard analyses recognize only the Upper Elysian Park Thrust (see Figure 2-1).

Recurrence-interval estimates range from 340 to 1,000 years. Oskin et al. (2000) model the Upper Elysian Park thrust as extending from the Hollywood fault to the Alhambra Wash fault with a slip rate of 0.8 to 2.2 mm/yr and magnitude 6.2 to 6.7 earthquakes with recurrence intervals in the range of 500 to 1300 years. The California Geological Survey, following the lead of Oskin et al. (2000), models the Upper Elysian Park thrust as a feature about 18 km long and dipping 50° northeasterly with a slip rate estimate of about 1.3 ±0.4 mm/yr.

Puente Hills Fault System

The Puente Hills Thrust fault system (PHT) is the name currently given to a series of northerly dipping subsurface thrust faults (blind thrusts) extending about 40-45 km along the eastern margin of the Los Angeles Basin. Shaw and Shearer (1999) synthesized oil-company geophysical data and seismicity to interpret three discrete thrust faults underlying the La Brea/Montebello Plain, Santa Fe Springs Plain, and Coyote Hills.

Down-dip projection of the Santa Fe Springs segment extends to the approximate depth of the 1987 Whittier Narrows earthquake which Shaw and Shearer (1999) relocated to about 15 km depth. The close association of seismicity to the fault projections indicates that the fault is seismically active. Shaw and Shearer proposed that the Puente Hills fault system is capable of generating about magnitude 6.5 to 7.0 earthquakes and has a slip rate of between 0.5 to 2.0 mm/yr.

Subsequent work on the fault system (Shaw et al., 2002) infers that the en echelon segments of the Puente Hills Thrust are related and displacements are gradually transferred from one segment to the next. Using empirical data on rupture area, magnitude, and coseismic displacement, Shaw et al. (2002) estimated earthquakes of M_W 6.5 to 6.6 for single segments and M_W 7.1 for a multi-segment rupture. The recurrence intervals for these events are on the order of 400 to 1,320 years for single events and 780-2600 years for magnitude 7.1 events.

Paleoseismological studies using trenching and borings at the surface projection of the Santa Fe Springs fault (Dolan et al., 2003) identified four buried folds. This deformation was interpreted to be a result of subsurface slip associated with M_W = 7.0± earthquakes within the past 11,000 years.

The most recent seismic hazard model by the California Geological Survey (2003) used a slip rate of 0.7 ± 0.4 mm/yr.

2.3 Probabilistic Seismic Ground Motion Criteria

2.3.1 Design Earthquakes – Probabilistic Seismic Hazard Spectra

As previously described, Metro earthquake design policy for both aerial and underground structures has been based on a two level probabilistic design approach since 1983, namely:

1. An operating design earthquake (ODE) defined as an earthquake event likely to occur only once in the design life, where structures are designed to respond without significant structural damage and

2. A maximum design earthquake (MDE) defined as an earthquake event with a low probability of occurring in the design life, where structures are designed to respond with repairable damage and to maintain life safety.

Current Metro design criteria assume a design life of 100 years. To establish probabilistic seismic ground motion criteria, design earthquake motions are defined as follows:

	Probability of Exceedance	**Return Period**
Operating Design Earthquake (ODE)	**50% in 100 years**	**144 years (say 150 years)**
Maximum Design Earthquake (MDE)	**4% in 100 years**	**2475 years (say 2500 years)**

Note that similar probabilistic criteria have been adopted by other rail transit agencies in the United States, including those in Seattle and New York.

The MDE and ODE levels of horizontal ground shaking are best developed based on probabilistic seismic hazard analyses due to the large degree of variation (or uncertainty) in the observed ground shaking in the strong motion database. A probabilistic approach can better take into account the uncertainty parameters in evaluating strong ground characteristics for design, including earthquake magnitude recurrence intervals for source zones and ground motion attenuation relationships. This philosophy is also consistent with the approach in other major projects for critical structures.

Probabilistic seismic hazard analyses to determine site specific design spectra require four major steps as shown in Figure 2.4. In step 1, Seismic Source Identification, the seismic sources capable of generating strong ground motions at the project site(s) are identified and the geometries of these sources (i.e. their location and spatial extent) are defined. In Step 2, Magnitude-Recurrence, a recurrence relationship describing the rate at which various magnitude earthquakes are expected to occur is assigned to each of the identified seismic sources. Step 1, Seismic Source Identification, and Step 2, Magnitude-Recurrence, together may be referred to as seismic source characterization. In Step 3, Ground Motion Attenuation, an attenuation relationship that describes the relationship between earthquake magnitude, site-to-source distance, and the ground motion parameter of interest is assigned to each seismic source for a specific ground stiffness condition (characterized by a shear wave velocity). In Step 4, Probability of Exceedance, the results from the first three steps are integrated to produce a curve

relating the value of the ground motion parameter of interest at the site(s) of interest to the probability that it will be exceeded over a specified time interval.

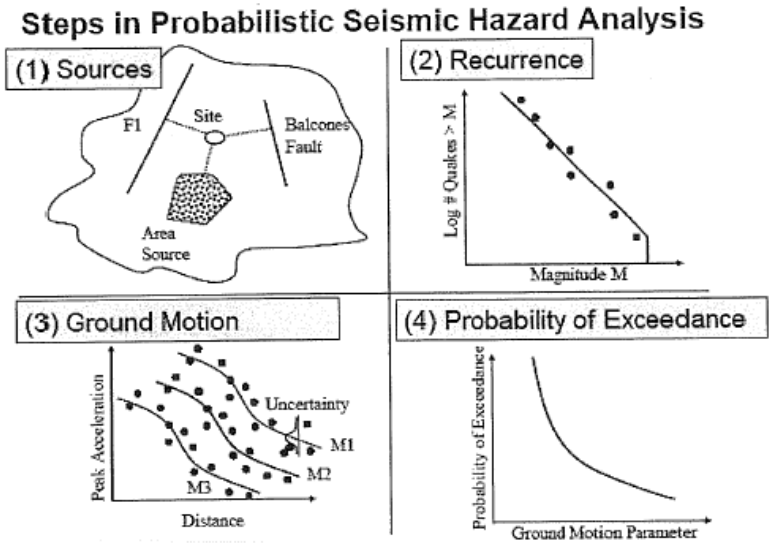


Figure 2-4 Steps in Probabilistic Seismic Hazard Analysis

The data used for Steps 1 through 3 are continually updated by seismologists and geologists as new research findings are debated and published. The probabilistic seismic ground motion criteria documented in previous Metro design guidelines used data which has been superceded by recent research. In particular, the most recent 2008 update of the USGS National Seismic Hazard Maps (USGS, 2008) incorporates the development of the Next Generation of Attenuation (NGA) relationships (Power et al. 2008) developed as a result of a 5 year research program coordinated by the Pacific Earthquake Engineering Research Program (PEER) in partnership with the USGS and the Southern California Earthquake Center (SCEC). In addition, updated fault parameters and fault source models were adopted from information developed by the Working Group on California Earthquake Probabilities (WGCEP) detailed in a 2008 WGCEP Report by Wells et al. (2008).

As a result of the above developments, Metro has adopted the 2008 USGS update of the National Probabilitic Seismic Hazard Analyses (PSHA) as a basis for their probabilistic ground motion criteria. In particular, ODE and MDE Spectral Accelerations for specific sites, should be developed using data available in the 2009 PSHA Interactive Deaggregation USGS Web Site as discussed below and illustrated in the example documented in Section 2.3.5.

2.3.2 Ground Motion Criteria- Aerial Structures

The seismic design of aerial and surface structures for Metro transportation projects, should be based on site specific ODE and MDE ground surface 5% damped acceleration spectra developed using the USGS 2009 PSHA Interactive Deaggregation Web Site (USGS, 2009). Input data requires the site coordinates and the average shear wave velocity in the top 30 meters (V_s^{30}) of the site. Spectral ordinates may be plotted for available period values of 0.0 (PGA), 0.1, 0.2, 0.3, 0.5, 1.0, 2.0, 3.0, 4.0 and 5.0 seconds. Note that the use of V_s^{30} replaces the use of site Soil Class Factors A-F used

in older versions of USGS evaluations of site spectra. For the ODE, a 50% probability of exceedance in 100 years is available at the Web Site. However for the MDE, it is necessary to use a value of 2% in 50 years (equivalent to 4% in 100 years).

The determination of the design spectra requires values of V_s^{30} to be obtained at a site, where V_s^{30} is the average shear wave velocity for the upper 30 meters of the site profile. Insitu geophysical methods for determining V_s^{30} are documented in the Caltrans Geotechnical Services Design Manual (Caltrans 2009). Methods include using the Oyo Suspension P-S Logger (Nigbor and Imai, 1994), downhole shear wave measurements such as the Seismic CPT cone and Rayleigh Surface Wave Inversion Methods. Data from geophysical methods are required for final design. The use of empirical methods based on correlations of V_s^{30} with SPT blow counts, CPT data or undrained shear strengths of cohesive soils as described by Caltrans (2009), may be used for initial estimates in preliminary design, but only used for final design if supplemented by site specific calibration against geophysical data.
In addition to the MDE spectral evaluations described above, where Metro aerial structures impact a Caltrans "right-of-way", an additional evaluation of Caltrans design spectra is required, to check that the Caltrans spectral ordinates do not exceed the MDE values. In 2009 Caltrans adopted revised procedures for design spectrum development. The procedures use both a deterministic procedure based on Maximum Credible Earthquakes (MCE) on a revised California fault database and a probabilistic procedure using a 1000 year return period based on the 2008 update of the USGS Hazard Maps. For both procedures, spectral ordinate adjustments are made for near fault effects and deep basin effects. Input data requires the site coordinates and the average shear wave velocity in the top 30 meters (V_s^{30}) of the site. The online internet link for the web based spectra development procedure is **http://dap3.dot.ca.gov/shake_stable/**. The design spectrum is developed from the envelope of the deterministic and probabilistic spectral ordinates.

Note that the procedures for long period spectral ordinate corrections for deep basin effects documented by Caltrans should also be applied to the MDE USGS probabilistic spectra for Metro seismic design.

An example of both the Metro and Caltrans procedures for a specific site is given in Section 2.3.5.

2.3.3 Ground Motion Criteria- Underground Structures

The seismic design of underground structures for Metro transportation projects (including underground stations and tunnels) should be based on MDE subsurface ground motions expressed as site specific ground shear strains, velocities or displacements in the vicinity of the station walls or tunnels as required by the soil-structure interaction analyses discussed in the Supplemental Seismic Design Criteria (SSDC) for Underground Structures. The determination of the above ground motion parameters requires site specific one-dimensional non-linear site response analyses using computer programs such as SHAKE 91 (Idriss and Sun, 1992). The acceleration time histories required for such analyses should be determined from spectral matching procedures (described in paragraph 2.3.4 below) where the "rock outcrop" spectra is defined by the MDE ground acceleration from the USGS 2009 PSHA Website (USGS 2009), using a V_s^{30} value associated with a "rock outcrop" depth of at least 50 feet below the invert of the structure. (Note that the spectra should be adjusted for deep basin

effects as previously discussed.) Appropriate strain dependent shear modulus and damping values for analyses should be assigned to site soil or rock strata at the site using accepted relationships such as those for cohesive soil (Vucetic and Dobry, 1991) and sands (EPRI, 1993), and where the maximum shear modulus is determined from measured shear wave velocities.

2.3.4 Spectral Matching of Acceleration Time Histories

As noted above, acceleration time histories are required for nonlinear analyses of aerial structures or for non-linear site response analyses for underground structures. The use of spectrum compatible input time histories has been widely used for major seismic design projects and is adopted for Metro projects. The concept ensures that a broad range of frequency content is included in the ground motion time history generated for design.

A reference ground motion time history (usually an actual earthquake record) is chosen as a "seed" or start-up motion and is gradually modified through an interactive process so that the response spectrum and the modified time history is compatible with the target spectrum. The recorded time histories should be chosen to match the site soil conditions and dominant earthquake magnitude and distance of the dominant earthquakes contributing to the design spectrum. The earthquake record database available through the Consortium of Organizations for Strong-Motion Observation Systems (COSMOS) is a valuable source of records. The web address is **http://db.cosmos-eq.org**.

Various methods have been developed to perform spectrum matching. A commonly used frequency domain method adjusts the Fourier amplitude spectrum based on the ratio of the target response spectrum to the time history response spectrum while keeping the Fourier phase of the reference history fixed. An alternative time domain approach for spectral matching adjusts the time history in the time domain by adding wavelets to the reference time history. A formal optimization procedure for this type of time domain spectral matching was first proposed by Kaul (1978) and was extended to simultaneous matching at multiple damping values by Lilhan and and Tseng (1987, 1988). Abrahamson (1998) also documents a procedure. While this approach is more complicated than the frequency domain method, it has good convergence properties.

There are relative merits for both the frequency and time domain approaches. However, the best approach would be that which makes the least changes to the startup motion. Figure 2-5 shows an example of spectral matching for using 1940 Imperial Valley earthquake recorded at El Centro, as a start-up motion.

Due to the variability in time history characteristics from "seed" motions, a minimum of three time histories should be used for nonlinear response analyses, and maximum response values of interest from the analyses used for design. A preferable approach is to use seven sets of time histories, and adopt the mean response values for design.

2.3.5 Example- Site Spectra Development

An example of the recommended approach to develop MDE and ODE Acceleration Response Spectra at a Bridge Site is shown in Figure 2-6. The site is the Metro Gold Line Bridge near Union Station, where it is assumed the value of V_s^{30} is 1000ft/sec. Note

that the MDE spectrum is only slightly greater than the Caltrans deterministic spectrum for periods greater than 1.0 seconds. The adjustment factors for deep basin effects at the site were negligible. However, the Caltrans adjustments factors for near fault effects (The Puente Hills blind thrust fault) were significant for periods greater than 0.5 seconds. Near fault adjustment factors to probabilistic MDE spectra are not recommended for design at this time, due to uncertainties in the appropriate methodology for making such an adjustment to a probabilistic spectrum.

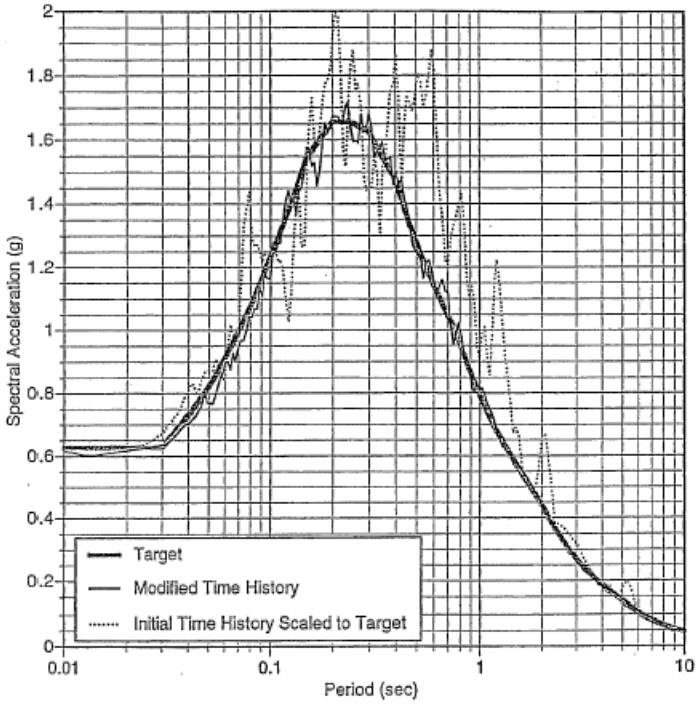


Figure 2-5 Example of Acceleration Spectral Matching

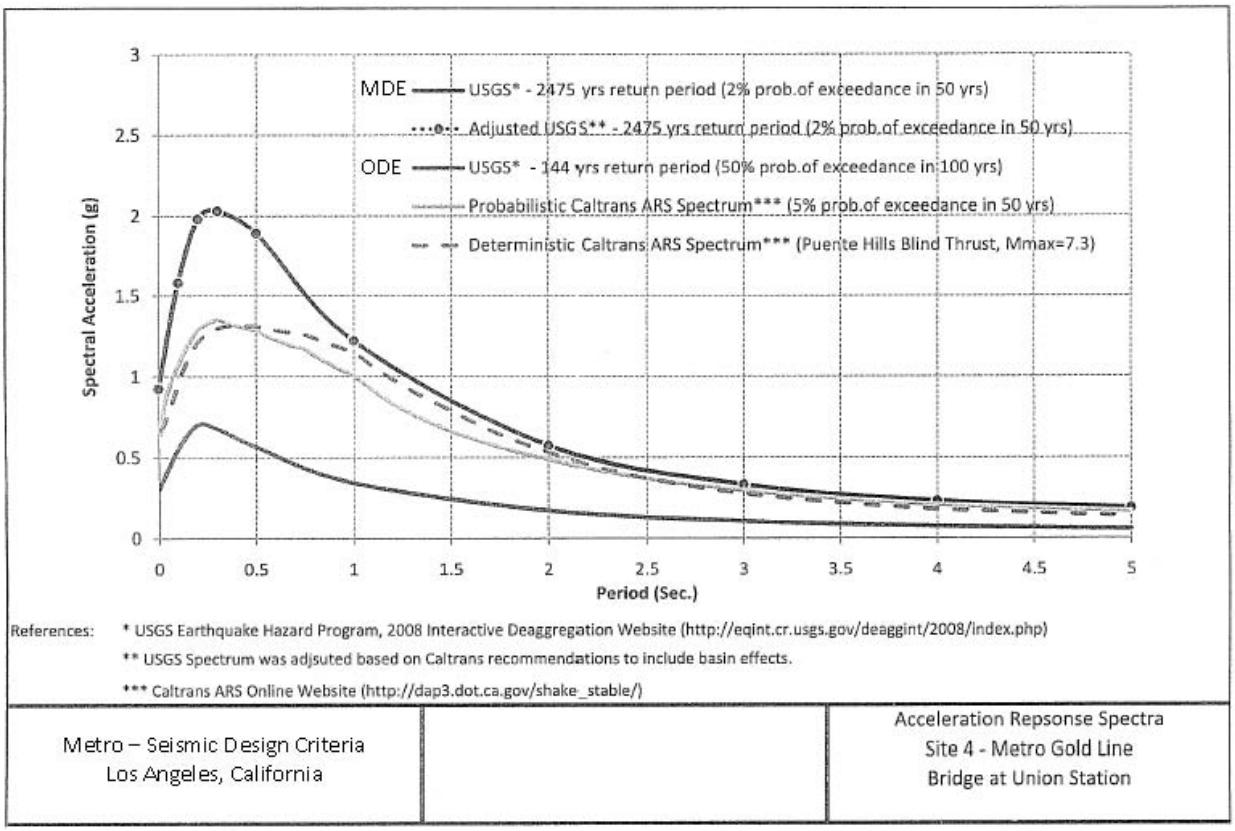


Figure 2-6 Example showing MDE and ODE Spectra at a Bridge Site

2.4 Surface Fault Rupture Displacement

2.4.1 Fault Rupture Potential Evaluation

Fault rupture refers to the shearing displacements that occur along an active fault trace when movement on the fault extends to the ground surface, or the depth of a tunnel or underground station. Displacements can range from inches to several feet. Because fault displacements tend to occur abruptly, often across a narrow zone, fault rupture can be very damaging to a bridge, or tunnel structure.

Fault ruptures generally are expected to occur along existing traces of active faults. Faults are generally considered to be active faults with a significant potential for future earthquakes and displacements if they have experienced displacements during the past approximately 11,000 years (Holocene time).

Design philosophy for fault crossings recognizes that it is difficult to prevent damage in a strong earthquake, given the magnitude of fault displacements. For tunnels, the general design philosophy now widely accepted for a fault crossing is to “overbore” the tunnel, so that if the maximum design earthquake-induced displacement occurs, the tunnel is still of sufficient diameter to fulfill its function after repairs. The overbored section is taken through the fault zone with transition zones narrowing to the regular tunnel diameter.

The overbored sections are backfilled with easily re-minable and crushable material such as “cellular” concrete. Such an approach was adopted for the North Outfall Replacement Sewer Project Tunnel when crossing the Newport Inglewood Fault, and was adopted for the Metro Red Line Segment 3 Hollywood Fault crossing. For blind thrust faults in the vicinity of underground structures, it may be necessary to estimate surface uplift, as in the case of the Eastside Coyote Escarpment (Habioma, et al., 2006).

Bridges crossing or immediately adjacent to active faults may be subjected to large differential displacements between adjacent piers and/or abutments due to surface faulting. A conservative design approach should be adopted if surface faulting is possible. Continuous spans are preferable. Adding extra confinement in the plastic hinge zones of the substructure might be used to provide the maximum displacement capacity. Simple spans can tolerate relative movements, but it will be difficult to ensure that the spans do not become unseated. To minimize this risk, very generous support should be provided.

The additional redundancy in continuous superstructures that are integral with their substructures will reduce the probability of total collapse. There is, however, a practical limit to the amount of relative displacement across a fault that can be accommodated in a monolithic structure. One alternative is to support a continuous superstructure on elastomeric bearings at each pier and abutment. These bearings can accommodate relatively large displacements and still provide an elastic restoring force to the superstructure. Restrainers may also be provided if gross movements are expected. Note that acceleration records from recent earthquakes indicate vertical accelerations in excess of 1.0 g in the near-field of the fault. In these situations, integral construction is preferred, but if elastomeric bearings are used, vertical restrainers should be provided to limit the uplift.

If an active fault exists in the vicinity of a project site detailed fault evaluations should be carried out by the geotechnical consultant oriented toward:

1. Establishing the location of the fault or fault zone relative to a project,
2. Establishing the activity of the fault if it traverses the project site, that is, the timing of the most recent slip activity on the fault, and
3. Evaluating fault rupture characteristics; i.e., amount of fault displacement, width of zone of displacement, and distribution of slip across the zone for horizontal and vertical components of displacement. For blind thrust faults, an assessment of surface uplift may be required. A probabilistic assessment of the likelihood of different magnitudes of fault displacement during the life of the structure may also be useful in decision-making.
4. The ground rupture characteristics for the design earthquake on the fault (e.g. type of faulting as illustrated in Figure 2-7), amount of slip and distribution into strike-slip and dip-slip components, and width of the zone of ground deformation.

A walk-down of the site and its vicinity should be conducted to observe unusual topographic conditions and evaluate any geologic relationships visible in cuts, channels, or other exposures.

Faults obscured by overburden soils, site grading, and/or structures can potentially be located by one or more techniques. Geophysical techniques such as seismic reflection

or refraction surveying provide a remote means of identifying the location of steps in a buried bedrock surface and the juxtaposition of earth materials with different elastic properties. Geophysical surveys require specialized equipment and expertise, and their results may sometimes be difficult to interpret. Trenching investigations are commonly used to expose subsurface conditions to a depth of 15 to 20 feet. While expensive, trenches have the potential to locate faults precisely and provide exposures for assessing their slip geometry and slip history. Borings can also be used to assess the nature of subsurface materials and to identify discontinuities in material type or elevation that might indicate the presence of faults.

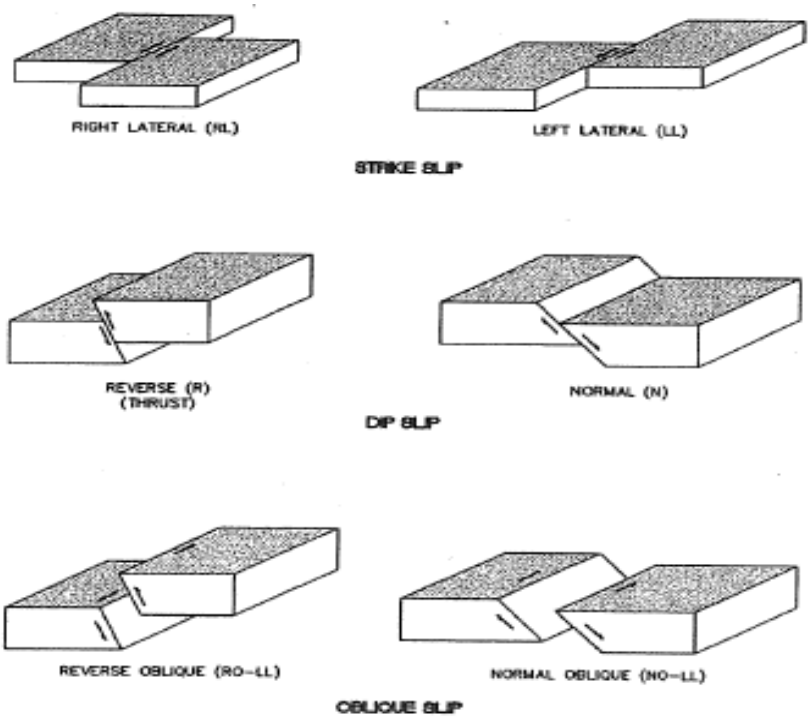


Figure 2-7 Types of earthquake faults

If it is determined that faults pass beneath the site, it is essential to assess their activity by determining the timing of the most recent slip(s) as discussed below. If it is determined, based on the procedures outlined below, that the faults are not active faults, further assessments are not required.

The most definitive assessment of the recent history of fault slip can be made in natural or artificial exposures of the fault where it is in contact with earth materials and/or surfaces of Quaternary age (last 1.8 million years). Deposits might include native soils, glacial sediments like till and loess, alluvium, colluvium, beach and dune sands, and other poorly consolidated surficial materials. Surface might include marine, lake, and stream terraces, and other erosional and depositional surface. A variety of age-dating techniques, including radiocarbon analysis and soil profile development, can be used to estimate the timing of the most recent fault slip.

2.4.2 Fault Rupture Characteristics and Displacement Estimates

Several methods can be used to estimate the size of future displacements. These include:

1. Observations of the amount of displacement during past surface-faulting earthquakes.

2. Empirical relations that relate displacement to earthquake magnitude or to fault rupture length.

The most reliable displacement assessments are based on past events. Observations of historical surface ruptures and geologic evidence of paleoseismic events provide the most useful indication of the location, nature, and size of the future events. Where the geologic conditions do not permit a direct assessment of the size of past fault ruptures, the amount of displacement must be estimated using indirect methods. Empirical relations between displacement and earthquake magnitude based on historical surface-faulting earthquakes (e.g. Wells and Coppersmith, 1994) provide a convenient means for assessing the amount of fault displacement. An example of such a relationship is shown in Figure 2-8. In this example, maximum displacement along the length of a fault rupture is correlated with earthquake magnitude. Maximum displacement typically occurs along a very limited section of the fault rupture length. Relationships are also available for the average displacement along the rupture length. Data from well-documented historical earthquakes indicate that the ratio of the average displacement to the maximum displacement ranges between 0.2 and 0.8 and averages 0.5 (Wells and Coppersmith, 1994). Other methods for calculating the average size of past displacements include dividing the cumulative displacement by the number of events that produced the displacement, and multiplying the geologic slip rate by the recurrence interval.

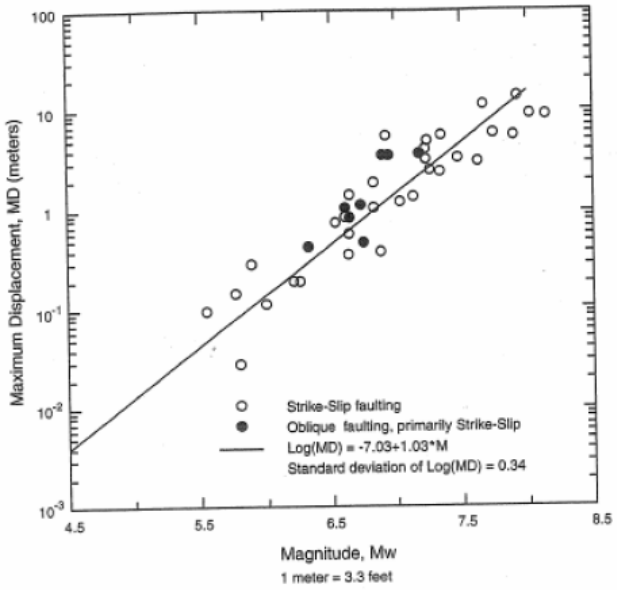


Figure 2-8
Relationship between maximum surface fault displacement and earthquake moment magnitude for strike-slip faulting (after Wells and Coppersmith, 1994)

Predicting the width of the zone and the distribution of slip across the zone of surface deformation associated with a surface faulting event is more difficult than predicting the total displacement. The best means for assessing the width of faulting is site-specific trenching that crosses the entire zone. Historical records indicate that the width of the zone of deformation is highly variable along the length of a fault. No empirical relationships having general applicability have been developed that relate the size of the earthquake or the amount of displacement on the primary fault trace to the width of the zone or to the amount of secondary deformation. The historical record indicates, and fault modeling shows that the width of the zone of deformation and the amount of secondary deformation tend to vary as a function of the dip of the fault and the sense of slip. Steeply dipping faults, such as vertical strike-slip faults, tend to have narrower zones of surface deformation than shallow-dipping faults. For dipping faults, the zone of deformation is generally much wider on the hanging wall side than on the foot wall side. Low-angle reverse faults (thrust faults) tend to have the widest zones of deformation.

2.4.3 Probabilistic Fault Displacement Evaluation

Probabilistic methods for assessing the hazard of fault rupture have been developed that are similar to the probabilistic seismic hazard analysis (PSHA) methods used to assess earthquake ground motions (Youngs et al., 2003). A PSHA for fault rupture defines the likelihood that various amounts of displacement will be exceeded at a site during a specified time period.

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CHAPTER 3

SUPPLEMENTARY SEISMIC DESIGN CRITERIA (SSDC)

Part A METRO SSDC FOR AERIAL GUIDEWAYS AND BRIDGES

3A1.0 SCOPE

This Seismic Design Criteria Revision updates the latest documents prepared in 2003 for Metro Gold Line Eastside Extension. This consisted of the Metro's Design Criteria Section 5 references to seismic design of structures and Section 5 Appendix Chapter 3 Part A for Aerial Guideways and Bridges and the addition of Section 5 Appendix Chapter 3 Part B for Underground Structures (Both referred to herein as Metro SSDC).

These design criteria apply to the design of normal aerial guideway, bridges, and structures to resist the effects of earthquake motions. Normal guideway and bridges should be considered to be new and conventional slab, beam, girder, and box girder superstructures with spans not exceeding 500 feet. These criteria do not apply to Critical/Essential Bridges as defined by the Caltrans BDS.

These criteria are intended to be used by designers who are experienced in the field of the bridge design and are familiar with the recent procedures being used by Caltrans.

Some special structures and structural systems involve unique design and construction problems not covered by this criteria, the provisions in this criteria govern only where applicable. Retrofit repairs, alterations and additions necessary for the preservation and restoration of historic buildings, bridges and structures may be made without strict conformance to this criteria when authorized by Metro and the governing agency. The use of any material or method of construction and design not specifically prescribed herein may be used upon approval by Metro and the governing agency.

All new structures shall be designed to resist the earthquake forces (EQ) and the ground displacement stipulated in these criteria. Aerial structures are defined as those elevated guideway structures which support Metro vehicles.

The requirement for peer review of the design work for Metro aerial structures and bridges will be determined by the Metro on a case by case basis.

3A2.0 DESIGN POLICY

The Metro Rail Project is a large-scale public project in an area highly susceptible to major earthquakes. Further, earthquake-initiated failures of selected structures and systems could lead to loss of life. For this reason Metro has developed special earthquake protection criteria for the project.

As previously discussed, the guiding philosophy of earthquake design for the project is to provide a high level of assurance that the overall system will continue operating during and after an Operating Design Earthquake (ODE). Operating procedures assume safe shut down and inspection before returning to operation. Damage, if any, is expected to

be minimal and to minimize the risk of derailment of a train on the bridge at the time of the earthquake. Further, the system design will provide a high level of assurance that public safety will be maintained during and after a Maximum Design Earthquake (MDE). The definition of ODE and MDE levels as discussed in Chapter 2 is as follows:

The ODE is defined as the earthquake event which has a return period of 150 years. Such an event can reasonably be expected to occur during the 100-year facility design life. The probability of exceedance of this level of event is approximately 50 percent during the facility life.

The MDE is defined as the earthquake event which has a return period of 2500 years. Such an event has a small probability of exceedance during the facility life. This probability is approximately four percent or less.

3A3.0 PERFORMANCE OBJECTIVES

For the Operating Design Earthquake (ODE) which is likely to occur about once during the normal life expectancy, there shall be no interruption in rail service during or after the ODE. When subjected to the ODE, structures shall be designed to respond essentially in an elastic manner as defined by Caltrans Seismic Design Criteria, Section 3.2, Material Properties for Concrete Components, latest version. There shall be no collapse, and no damage to primary structural elements. Only minimal damage to secondary structural elements is permitted, and such damage shall be minor and easily repairable. The structure shall remain fully operational immediately after the earthquake, allowing a few hours for inspection.

For the Maximum Design Earthquake (MDE) which has a low probability of being exceeded during the normal life expectancy, some interruption in rail service is permitted to allow for inspection and repairs following the MDE. When subjected to the MDE, it is acceptable that the structures behave in an inelastic manner. There shall be no collapse and no catastrophic inundation with danger to life, and any structural damage shall be controlled and limited to elements that are easily accessible and can be readily repaired. The structure should be designed with adequate strength and ductility to survive loads and deformations imposed on the structure during the MDE, thereby preventing structure collapse and maintaining life safety.

In no case is the design to result in less seismic performance capability than that required by Caltrans BDS. To substantiate that this requirement has been met, a design check calculation using Caltrans criteria may be necessary.

3A4.0 CODES AND STANDARDS

These criteria make reference to, incorporate, are based on, or modify the following principal design codes:

1. For bridges and aerial structures that support rail transit loadings, except as otherwise noted herein, use the current Caltrans Seismic Design Criteria, latest edition, but with Metro specified rail transit loading. All the above is referred to throughout these criteria as “Caltrans SDC”.

Caltrans Seismic Design Criteria (Current Version) shall supersede all provisions for seismic design, analysis, and detailing of bridge contained in the *AASHTO LRFD Bridge Design Specifications*. The Caltrans Seismic Design Criteria is used in conjunction with the Extreme Event I Load Combination specified in Caltrans BDS.

Where Caltrans SDC is not applicable, use the most appropriate code provided below.

2. For bridges that support railroad loadings, use the design requirements of the applicable railroad. In the absence of such requirements, use AREMA, Manual for Railway Engineering, Volume 2, Section 9, Seismic Design for Railway Structures, Latest Edition.

3. For bridges that support highway loading, use the design requirements of the applicable jurisdiction. In the absence of such requirements, use the Caltrans SDC.

4. For additional applicable codes, see the Structural/Geotechnical Criteria Section 5.1.2, Reference Data, and Section 5.1.3 Reference Codes.

3A5.0 DESIGN RESPONSE SPECTRA

Chapter 2 of this Metro SSDC describes the seismic design ground motion criteria to be used for bridges and aerial guideways. It provides an overview of the Geologic and Seismic Environment related to existing or proposed Metro transportation alignments including descriptions of the regional stratigraphy, tectonics, historical seismicity, and principal active faults. Chapter 2 also describes the use of probabilistic seismic hazard analyses for the development of the site specific Operating Design Earthquake (ODE) and Maximum Design Earthquake (MDE) ground motion criteria for bridges and aerial guideways.

The ground motion response spectra for this supplemental criteria are developed by the geotechnical consultant for each project site.

3A6.0 DESIGN GROUND MOTIONS

All aerial structures and bridges shall be designed to resist earthquake motions in accordance with Metro Seismic Design Ground Motion Criteria, Chapter 2. Where conflicts occur, the more critical will control. In some cases, aerial structures with bridges may be under other agency jurisdictions (such as Caltrans) and design criteria specified elsewhere. If seismic ground motion spectra are greater than those specified in Chapter 2, the former should be used for design.

Elements of above ground station structures not subject to rail transit loading shall be designed to resist earthquake motions in accordance with the applicable building codes of Section 5.1.

3A7.0 METHODS OF ANALYSIS

A complete aerial guideway or bridge system shall be composed of a single frame or a series of frames separated by expansion joints and/or articulated construction joints. A guideway or bridge shall be composed of a superstructure and a supporting substructure. Individual frame sections shall be supported on their respective substructures, consisting of piers, single column or multiple column bents that are supported on their respective foundations.

The determination of the seismic response of a bridge shall include the development of an analytical model followed by the response analysis of the analytical model to predict the resulting dynamic response for component design. Both the development of the analytical model and the selected analysis procedure shall be dependant on the seismic hazard (See Chapter 2), the selected seismic design strategy and the complexity of the guideway or bridge. The level of refinement in the analytical model and analytical procedure to be used shall be subject to the approval of Metro.

For additional information, see Caltrans SDC, latest version.

Due to the soil/structure interaction (SSI), three directional foundation soil springs shall be included in all of the analytical models. For in-structure displacement compatibility, column P-Δ effect shall also be included.

3A8.0 DESIGN FORCES, MOMENTS AND DISPLACEMENTS

Load Case 1: 100% of the absolute value of forces, moments, and displacements in transverse direction are added to 30% of the corresponding force and moments from the longitudinal and vertical directions.

Load Case 2: 100% of the absolute value of forces, moments, and displacements in the longitudinal direction are added to 30% of the corresponding forces and moments from the transverse and vertical directions.

Load Case 3: 100% of the absolute value of forces, moments, and displacements in vertical direction are added to 30% of the corresponding forces and moments from the transverse and longitudinal directions.

All aerial structures and bridges shall be designed to resist earthquake motions in accordance with Metro Supplemental Seismic Design Criteria (Metro SSDC) and as provided in Section A4.0. Where Metro SSDC and Caltrans SDC conflict, the more critical will control.

Use the Caltrans BDS method for the design of all structural components and connections. Each component and connection shall satisfy each of the following LRFD limit states, unless noted otherwise in another area of this criteria.

LRFD employs specified limit states to achieve the objectives of constructability, safety, and serviceability. See the Structural/Geotechnical Criteria Section 5.2.17. A Limit State is defined as a condition beyond which a structure or structural component ceases to satisfy the provisions for which it was designed. The resistance of components and connections are determined, in many cases, on the basis of inelastic behavior, although the force effects are determined by using elastic analysis. This inconsistency is common

to most current specifications as a result of incomplete knowledge of inelastic structural action.

LRFD uses Service Limit states to provide for restrictions on stress, deformations, and crack width under regular service conditions. (See Structural/Geotechnical Criteria Section 5.2.17.1, Service limit state.)

LRFD uses extreme event limit states to ensure the structural survival of structures during major earthquakes. Extreme Event Limit States are considered to be unique occurrences whose return period may be significantly greater that the design life of the bridge. Extreme Event IA is the load combination relating to the operational use of the guideway that incorporates the ODE level seismic event. Extreme Event Limit State I is the load combination relating to the operational use of the guideway that incorporates the MDE level seismic event. (See Structural/Geotechnical Criteria Section 5.2.17.4, Extreme event limit state.)

For loading combinations, refer to Section 5.2.20 of the Structural/Geotechnical Criteria.

3A9.0 STRUCTURAL DESIGN

3A9.1 Properties for Material Components

For concrete and reinforcing steel, apply Caltrans SDC, Section 3.2 Material Properties for Concrete Components. In areas where this code is silent, the following shall apply.

Reinforcing steel shall be ASTM grade A706, with a yield strength between 66 ksi and 78ksi. Use a yield strength of 66 ksi unless restricted otherwise by the Building Code requirements.

The required performance for rebar development lengths is based on the Building Code's implemented ACI 318-08 and Caltrans BDS (See Structural/Geotechnical Criteria Section 5.1.3.C.1. The following statements provide additional requirement for use of #14 and #18 bars in seismic zones:

Straight #14s and #18s utilized in seismic zones shall be confined over the full length of the bar development zone. All other rebar development criteria and modification factors of the Building Codes referenced Chapter 12 of ACI 318-08, and Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, Section 5.11 shall be applied to straight bars.

When hooked #14s are utilized in seismic zones they shall be confined over the entire straight length of the bar development zone. No reduction factors may be applied to the basic development length of a standard hook in tension. In seismic zones #18 bars shall not be hooked. All other rebar development criteria and modification factors of Building Codes referenced Chapter 12 of ACI 318-08, and Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, Section 5.10 shall be applied to hooked bars.

3A9.2 Superstructure

The ultimate capacity of the superstructure in the area over the bent caps shall be designed for the larger of the forces resulting from ODE analysis or from the column plastic hinging.

The width of the superstructure assumed to be available to resist these forces shall be taken as one half of the column width plus the depth of the superstructure, on either side of the column centerline. For open soffit girders, follow Caltrans SDC 7.2.1.

When it is not possible to place the reinforcement within the above specified area, designers should then consider such details as:

Using thicker soffits and/or top slabs.
Widening the cap (but not more than d/2).
Using dropped cap.

Make all top and bottom bent cap main reinforcement continuous. If this is physically impossible, then at least 75% of reinforcement shall be made continuous. No lap splices shall be allowed in the main cap reinforcement.

3A9.3 Columns

Design column for essentially elastic behavior at the ODE level. At the MDE design check, make certain the plastic hinges occur at the top and/or bottom of the column. To transfer shear forces from plastic hinges, the joint shear and the additional longitudinal/transverse reinforcement shall be designed in accordance with section A9.4.

Column deflection capacity must be larger than displacement demand at MDE level. The following interaction equation must be satisfied:

$\Delta_D < \Delta_C$

Where:

Δ_D = Maximum displacement demand
Δ_C = Displacement capacity

Displacement demands amplification due to P-Δ effects must be considered.

Column reinforcement ratio should be kept under 4% to reduce congestion due to added joint reinforcement. It will also help in keeping the joint shear stresses lower than the maximum of $12(f'c)^{1/2}$.

For column flares design and detailing, refer to SDC, Section 7.6.5.

3A.9.4 Joint Shear

For joint shear, refer to Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, with California Amendments and AASHTO Guide Specifications for LRFD Seismic Bridge Design, latest editions.

The maximum shear stress in the enlarged joint area is to be limited to $12(f'c)^{1/2}$.

3A9.5 Outrigger Bents

In addition to the worst combination for a particular design case, the outrigger bents shall be designed for dead load forces increased and decreased by 50%.

For short outriggers (i.e. outrigger length less than the larger cap cross-section dimension), an additional check for torsional shear friction is to be performed.

Outrigger joints can be pinned at the top to reduce torsional moments in the cap beam.

3A9.6 Expansion Joints

Design expansion joints, calculate the movement rating "MR" and gap size "a" according to the following conditions.

$MR = 2\Delta EQL + \Delta T/2$ > MR required by BDS.

$a = \Delta EQL - \Delta PS/2 + \Delta T/4$

or,

a = EQU - ΔPS/2 – 2-1/2 (inches)

whichever is greater, but not less than "a" required by Caltrans BDS.

ΔEQL = Longitudinal Displacement at ODE level.
EQU = Longitudinal Displacement at MDE level.
ΔT = total thermal displacement range.
ΔPS = total prestress shortening.
Round MR and "a" up to nearest 1/2 inch and 1/4 inch respectively.

3A9.7 Abutments, Piers, and Walls

At the ODE level, maintain an open gap longitudinally and provide full transverse load capacity. At the MDE level, consider the contribution of the approach slab in the longitudinal direction. The procedure is as follows:

For abutments, piers and walls, refer to Caltrans SDC.

3A9.8 Foundations

For both ODE and MDE, footings shall be provided with enough vertical carrying capacity within a 45° cone directly under the column, to carry the unfactored column dead load reaction.

3A9.9 Expansion Joint Hold-downs

For both ODE and MDE, hold down devices shall be provided at all supports and intermediate hinges where the vertical seismic forces (Load Case 1 and 2) oppose and exceed 50% of the dead-load reaction or Load Case 3 produces net uplift. The minimum seismic design force for the hold-down device shall be the greater of:

Load Case 1 & 2

10% of the dead load reaction or
1.20 times the net uplift force.

Load Case 3

Net uplift force

3A10.0 MINIMUM SEAT WIDTH

The seismic design displacements for determining seat width shall be the greater of either those obtained from analysis at the MDE level using spectra and effective column stiffness or as specified in Caltrans BDS implemented AASHTO LRFD Bridge Design Specifications, with California Amendments and AASHTO Guide Specifications for LRFD Seismic Bridge Design, latest editions.

3A11.0 RESTRAINERS

The detailed design of restrainers shall be based upon the philosophy and guidelines set forth in Caltrans BDS.

3A12.0 SEISMIC BASE ISOLATION

A base isolation system may be considered in the design of special bridges and aerial structures upon approval by Metro and should conform to the following subsections.

Design of all base isolated bridges and aerial structures shall conform to Caltrans BDS implemented AASHTO Guide Specifications for Seismic Isolation Design, latest edition with the following modifications.

3A12.1 Analysis Procedure

All base isolated bridges and aerial structures shall be analyzed by the following two methods for both ODE and MDE and the most stringent case shall govern the design of the structural elements and isolation system.

Method 1: Response Spectrum Analysis

An equivalent linear response spectrum analysis shall be performed using the appropriate ground motion response spectra (horizontal and vertical) as defined in Chapter 2 of this criteria.

Method 2: Time-History Analysis

A non-linear time-history analysis of the combined structure and isolator system shall be performed. This method will incorporate the actual force deflection characteristics of the systems together with a minimum of three ground motion time histories that represent the seismicity of the site, and must be approved by Metro.

3A12.2 Isolation System

The isolation system shall be analyzed using deformational characteristics. The isolation system shall be analyzed with sufficient detail to:

- Account for the spatial distribution of isolator units.
- Calculate translation, in both horizontal directions, and torsion of the structure above the isolation interface, considering the most disadvantageous location of mass eccentricity,
- Assess overturning/uplift forces on individual isolator units, and
- Account for the effects of vertical load, bilateral load and/or the rate of loading if the force deflection properties of the isolation system are dependent on one or more of these attributes.

No tension is allowed in isolators.

3A12.3 Design Forces for Seismic Performance

The isolated structural above and below the isolated system shall be designed using all the provision for a non-isolated structure. The design and detailing of seismic isolation devices shall be designed in accordance with the provisions of Caltrans BDS and the AASHTO Guide Specifications for Seismic Isolation Design, whichever is more critical.

The seismic design force for columns and piers shall not be less than the forces resulting from a lateral force applied at the isolator location corresponding to the yield level of a softening system, or the static friction level of a sliding system, or the ultimate capacity of a sacrificial wind-restraint system.

3A12.4 Structure and Rail Interaction

Special analysis shall be performed to evaluate the interaction between the structural components and track work above it; special attention shall be given at the expansion joints and abutments. At ODE, no damage to the rails or no transverse residual gap between adjacent segments of rails is allowed. At MDE, the level and extent of the damage to the rails shall be defined.

3A13.0 Seismic Design for Ground and Embankment Stability

For seismic design for ground and embankment stability, apply the National Cooperative Highway Research Program Reports, Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankments (TRB 2008, NCHRP 2008).

The seismic stability and potential permanent deformation of sloping ground or embankments supporting aerial guideway and bridges along proposed alignments shall be investigated. Investigations should included evaluation of the potential for ground

liquefaction and related deformations. The evaluations and associated analyses should be displacement based leading to the determinations of potential lateral deformations of slopes or embankments and ground settlement. Total settlement and lateral ground deformations under ODE seismic events shall not be allowed to exceed 2 inches to allow for track re-leveling or re-alignment. Larger deformations may be allowed for MDE events on a case-by-case basis on approval by Metro.

The stability of slopes and embankments shall be evaluated using either (1) the seismic coefficient approach in a pseudo-static stability analysis or (2) the slope-displacement method as described in the NCHRP Project 12-70 Reports on the "Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes and Embankments," (Transportation Research Board, 2008, NCHRP, 2008). If Method (1) quasi-static slope stability analyses lead to factors of safety less than 1.1, slope performance shall be evaluated using Method (2) where displacements are computed using Newmark time-history analyses. If computed displacements lead to unacceptable performance, appropriate mitigation measures hall be incorporated in the design.

If potentially liquefiable soils are identified along proposed alignments, liquefaction susceptibility shall be determined using the procedures documented in the AASHTO Bridge Design Specifications (AASHTO 2010, Article 10.5.4). The requirements for site investigation to assess liquefaction potential are described in Article 10.4 of the AASHTO Specifications. The liquefaction potential assessment should consider the impact of the following effects where liquefaction is judged to occur:

1. Loss of strength of liquefied layers (post liquefaction residual strength)
2. Flow failures, slope deformations
3. Post liquefaction ground settlement

The displacement performance of slopes and embankments underlain by liquefied soils may be evaluated in a similar manner to non-liquefiable cases, except residual strengths of liquefied soils are used in analyses (NCHRP, 2008, AASHTO, 2008). The post-liquefaction settlement of liquefied soil layers may be determined using procedures documented by Tokimatsu and Seed (1997)

For sites where liquefaction occurs around aerial structure or bridge foundations, structures should be analyzed and designed for two configurations as documented in AASHTO, Article 10.5.4.2:

1. Non liquefied site soil configuration
2. Liquefied site soil configurations

For the latter case, residual strengths of liquefied soil layers are used for lateral and axial deep foundation response analyses. For those sites where liquefaction related permanent lateral ground displacements are determined to occur, the effects on pile performance should be evaluated. Downdrag forces on piles due to post liquefaction settlement should also be evaluated. If the above impact assessments yield unacceptable performance of the structures, appropriate mitigation measures shall be incorporated into the design.

REFERENCES

1. State of California Department of Transportation (Caltrans) Bridge Design Specification (BDS) referenced ”LRFD Bridge Design Specifications”, Fourth Edition, 2007, (Including 2008 and 2009 Interims), by the American Association of State Highway and Transportation Officials, (AASHTO).

2. State of California Department of Transportation (Caltrans), 2009, “Seismic Design Criteria, (SDC) Version 1.5.”

3. State of California Department of Transportation (Caltrans), August 6, 2009, Memorandum, “Implementation of Caltrans 2009 Seismic Design Procedure,” Kevin Thompson, James E. Davis, and Dolores Valls, Division of Engineering Services.

4. State of California Department of Transportation (Caltrans), August 12, 2009, Memorandum, “Quality Control/Quality Assurance for the 2009 Seismic Design Procedures,” Dolores Valls, Division of Engineering Services.

5. California Building Standards Commission, 2007, “California Building Code, California Code of Regulations, Title 24,” based on the 2006 International Building Code.

6. American Concrete Institute, 2008, “Building Code Requirements for Structural Concrete and Commentary”, (ACI 318-08, & ACI 318R-08.

7. American Institute of Steel Construction, 2005, “Code of Standard Practice for Steel Buildings and Bridges,” 13TH Edition, (LRFD).

8. American Railway Engineering and Maintenance of Way Association (AREMA), 2008, “Manual for Railway Engineering.”

9. National Fire Protection Association, 2008, “Standard for Road Tunnels, Bridges, and Other Limited Access Highways (NFPA 502).”

10. Allen, T.M., 2005, “Development of Geotechnical Resistance Factors and Downdrag Load Factors for LRFD Foundation Strength Limit State Design, Publication No. FHWA-NHI-05-052. Federal Highway Administration.

11. Applied Technology Council, 1996, “Improved Seismic Design Criteria for California Bridges: Resource Document,” Publication 32-1, Redwood City, California.

12. Seyed, M, April 1993, "Seismic Bridge Analysis Package", Caltrans Special Analysis Section.

13. Transportation Research Board, “Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes and Embankments,” NCHRP Report 611, 2008.

14. NCHRP, Project 12-70, “Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes and Embankments,” Draft Final Report Volume 2, Recommended Specifications, Commentaries and Example Problems, 2008.

15. Tokimatsu, K. and Seed, H.B., “Evaluation of Settlements in Sand due to Earthquake Loading,” Journal of Geotechnical Engineering, ASCE, Volume 113, No. 8, pp. 861-878, 1987.

CHAPTER 3

SUPPLEMENTARY SEISMIC DESIGN CRITERIA

Part B METRO SSDC FOR UNDERGROUND STRUCTURES

3B1.0 SCOPE

This Supplemental Seismic Design Criteria (SSDC) for Underground Structures replaces previous criteria (2003) used for Metro Gold Line Eastside Extension project. The criteria also replaces the "Supplemental Criteria for Seismic Design of Underground Structures" published in June 1984 by Metro Rail Transit Consultants.

The criteria and codes specified herein shall govern seismic design of Metro owned underground facilities including cut-and-cover subway structures, mined tunnels and stations, U-sections, shafts, earth-retaining structures, and other non structural and operationally critical components and facilities supported on or inside Metro underground structures.

These criteria address the general seismic design conditions that apply to the Metro Rail Project. Where there are cases of special designs encountered that are not specifically covered in these criteria, an appropriate technical source shall be determined and the appropriate procedure developed for the design.

3B2.0 DESIGN POLICY

The Metro Rail Project is a large-scale public project in an area highly susceptible to major earthquakes. Further, earthquake-initiated failures of selected structures and systems could lead to loss of life. For this reason Metro has developed special earthquake protection criteria for the project.

The guiding philosophy of earthquake design for the project is to provide a high level of assurance that the overall system will continue operating during and after an Operating Design Earthquake (ODE). Operating procedures assume safe shut down and inspection before returning to operation. Further, the system design will provide a high level of assurance that public safety will be maintained during and after a Maximum Design Earthquake (MDE). The definition of ODE and MDE levels is as follows:

The ODE is defined as the earthquake event which has a return period of approximately 150 years. Such an event can reasonably be expected to occur during the 100-year facility design life. The probability of exceedance of the ODE event is approximately fifty percent (50%) during the 100-year facility life.

The MDE is defined as the earthquake event which has a return period of approximately 2,500 years. Such an event has a small probability of exceedance during the 100-year facility life. The probability of exceedance of the MDE event is approximately four percent (4%) during the 100-year facility life.

3B3.0 PERFORMANCE OBJECTIVES

For the Operating Design Earthquake (ODE) which is likely to occur about once during the normal life expectancy, there shall be no interruption in rail service during or after the ODE. When subjected to the ODE, structures shall be designed to respond essentially in an elastic manner. There shall be no collapse, and no damage to primary structural elements. Only minimal damage to secondary structural elements is permitted, and such damage shall be minor and easily repairable. The structure shall remain fully operational immediately after the earthquake, allowing a few hours for inspection.

For the Maximum Design Earthquake (MDE) which has a low probability of being exceeded during the normal life expectancy, some interruption in rail service is permitted to allow for inspection and repairs following the MDE. When subjected to the MDE, it is acceptable that the structures behave in an inelastic manner. There shall be no collapse and no catastrophic inundation with danger to life, and any structural damage shall be controlled and limited to elements that are easily accessible and can be readily repaired. The structure should be designed with adequate strength and ductility to survive loads and deformations imposed on the structure during the MDE, thereby preventing structure collapse and maintaining life safety.

3B4.0 CODES, STANDARDS AND REFERENCES

The structural design for seismic loading shall meet applicable portions of the current editions of the codes, manuals or specifications identified in Section 5 - Structural/Geotechnical Criteria and those given below.

Unless otherwise noted herein, the relevant portions of the stated edition of the code or standard shall apply. If a new edition, interim specification or amendment is issued before the design is completed, the design shall conform to the new requirement to the extent practical, subject to Metro approval.

1. Technical Manual for Design and Construction of Road Tunnels – Civil Elements, March 2009 (FHWA-NHI-09-010), U.S. Department of Transportation, Federal Highway Administration, National Highway Institute.

2. Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankment, NCHRP Report 611, 2008 Transportation Research Board.

3. California Building Code, California Code of Regulations, Title 24, Part 2, California Building Standards Commission, based on the International Building Code. This code and its amendments is referred to herein as the Building Code.

4. Metro Rail Supplemental Seismic Design Criteria (Metro Rail SSDC), Chapter 2 – Seismic Design Ground Motion Criteria.

3B5.0 SEISMIC HAZARD AND DESIGN GROUND MOTION PARAMETERS

Seismic environment, seismic hazard analysis procedure and the design ground motion parameters for the Metro Rail Project are presented in Chapter 2 (Seismic Design Ground Motion Criteria) of the Metro Rail SSDC. For seismic design of underground structures, important seismic design ground motion parameters include (for both MDE

and ODE) design earthquake magnitudes, design site-to-source distances, design response spectra, design ground motion time histories (spectrum-compatible), design ground motion peak values, design soil shear displacement (or shear strain) profiles, and design fault rupture displacements and other relevant parameters.

3B6.0 GENERAL DESIGN PROCEDURE

The general procedure for seismic design of underground structures is based primarily on the ground deformation approach specified herein. During earthquakes, underground structures move together with the surrounding geologic media. Therefore, the structures are designed to accommodate the deformations imposed by the ground taking into consideration the effects of soil-structure interaction.

Underground tunnel structures undergo three primary modes of deformation during seismic shaking: ovaling/racking, axial, and curvature deformations. The ovaling/racking deformation is caused primarily by seismic waves propagating perpendicular to the tunnel longitudinal axis. Vertically propagating shear waves are generally considered the most critical type of waves for this mode of deformation (Figure 3B-1). The axial and curvature deformations are induced by components of seismic waves that propagate along the longitudinal axis (Figure 3B-2).

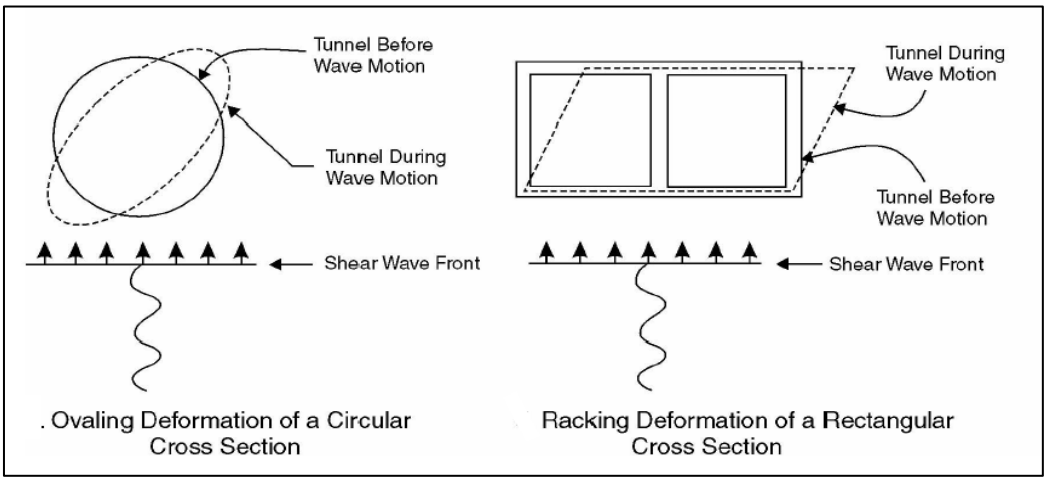


Figure 3B-1 Tunnel Transverse Ovaling and Racking Response to Vertically Propagating Shear Waves (Wang, 1993)

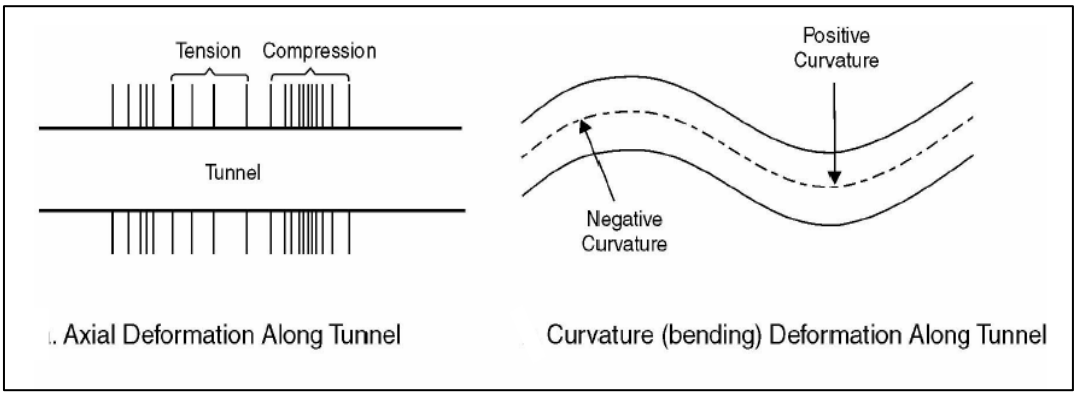


Figure 3B-2 Tunnel Longitudinal Axial and Curvature Response to Traveling Waves

3B7.0 BORED CIRCULAR TUNNELS

Bored circular tunnels include earth tunnel sections and rock tunnel sections, using either the precast concrete segmental lining or cast-in-place concrete lining. Design details for reinforced concrete tunnel lining shall be in accordance with the provisions of the California Building Code and Caltrans implemented AASHTO LRFD. Additional guidance in tunnel applications not generally covered in bridge and building codes is presented in FHWA-NHI-09-010 Report, "*Technical Manual for Design and Construction of Road Tunnels"*, Chapter 10. The design shall also comply with the requirements specified in Metro Rail Design Criteria Section 5 – Structural/Geotechnical.

3B7.1 Seismic Demands due to Ovaling Deformations

There are two general approaches to determining the seismic deformation of circular tunnels.

The first approach is based on closed form solution that accounts for soil-structure interaction effect. The closed form solution is based on the following assumptions: (1) the tunnel is of completely circular shape (without decks or walls inside) with uniform lining section, (2) surrounding soil is uniform, and (3) there is no interaction effect from adjacent tunnels or other structures.

The second approach is a numeric modeling approach that relies on mathematical models of the structures (including adjacent structures if relevant) to account for structural properties, varying soil stratigraphy and soil properties, loadings and deformations more rigorously. These structural models are generally run on computers with specialized software. If the actual soil-structure systems encountered in the field are more complex than the assumed conditions described above for the closed form solution approach which could lead to unreliable results, then the use of the numerical modeling approach should be adopted.

3B7.1.1 Closed Form Solution

For the closed form solution the seismic ovaling loads for the lining of bored circular tunnels is defined in terms of change of tunnel diameter (ΔD_{EQ}) caused by the vertically

propagating shear waves of the MDE and ODE ground motions. ΔD_{EQ} can be considered as seismic ovaling deformation demand for the lining. The procedure for determining ΔD_{EQ} is summarized as-follows:

1. Calculate the expected free field ground shear strains caused by the vertically propagating shear waves of the design earthquakes, for both MDE and ODE. The maximum free-field ground shear strains, γ_{max}, shall be derived at the elevation of the tunnel section that is of interest. The determination of the maximum free-field ground shear strain, γ_{max}, requires site-specific one-dimensional site response analyses using computer programs such as SHAKE 91 (Idriss and Sun, 1992). The acceleration time histories required for such analyses should be determined from spectral matching procedures (described in Chapter 2) where the "rock outcrop" spectra is defined by the MDE and ODE ground acceleration from the USGS 2009 PSHA Website (USGS 2009). In performing the site-specific site response analysis appropriate strain dependent shear modulus reduction curves and damping curves are to be assigned to site soil or rock strata at the site using accepted relationships such as those for cohesive soils (Vucetic Dobry, 1991) and sands (EPRI, 1993), and where the maximum shear modulus values are determined from measured in-situ shear wave velocities.

2. By ignoring the stiffness of the tunnel, which is applicable for tunnels in rock or very stiff/dense soils, the lining is assumed to conform to the distortion imposed on it by the surrounding ground with the presence of a cavity in the ground due to the tunnel excavation. The resulting diameter change of the tunnel is estimated as follows:

$$\Delta D_{EQ} = \pm 2\gamma_{max}(1-\nu_m)D$$

where:

ν_m = Poisson's ratio of the surrounding ground

D = diameter of the tunnel

3. If the tunnel is stiff relative to the surrounding soil, the effects of soil-structure interaction shall be taken into consideration. The stiffness of the tunnel relative to the surrounding ground is quantified by the flexibility ratio, F, and compressibility ratio, C, which are measures of the flexural stiffness (resistance to ovaling) and ring compression or extension stiffness, respectively, defined as follows:

$$F = \frac{E_m(1-\nu_c^2)R^3}{6E_cI_c(1+\nu_m)}$$

$$C = \frac{E_m(1-\nu_c^2)R}{E_ct(1+\nu_m)(1-2\nu_m)}$$

where:

E_m = strain compatible elastic modulus of the surrounding ground

E_c = elastic modulus of the concrete lining
R = nominal radius of the concrete lining
I_c = moment of inertia of the concrete lining (per unit width)
ν_c = Poisson's ratio of the concrete lining
ν_m = Poisson's ratio of the surrounding ground
t = thickness of the concrete lining

The strain compatible elastic modulus of the surrounding ground E_m shall be derived using the effective strain-compatible shear modulus G_m obtained from the results of the site-specific site response analysis.

The moment of inertia of the concrete lining I_c per unit width shall be determined based on the expected behavior of the selected lining under the combined seismic and static loads, accounting for cracking and joints between segments and between rings as appropriate. The cracked section of concrete shall be used for bending stress as appropriate.

4. Derive the tunnel diameter change, ΔD_{EQ}, accounting for the soil-structure interaction effects using the following equation:

$$\Delta D_{EQ} = \pm \tfrac{1}{3} (K_1 F \gamma_{max} D)$$

where:

K_1 = seismic ovaling coefficient $= \dfrac{12(1-\nu_m)}{2F+5-6\nu_m}$

The seismic ovaling coefficient curves are presented in Figure 3B-3.

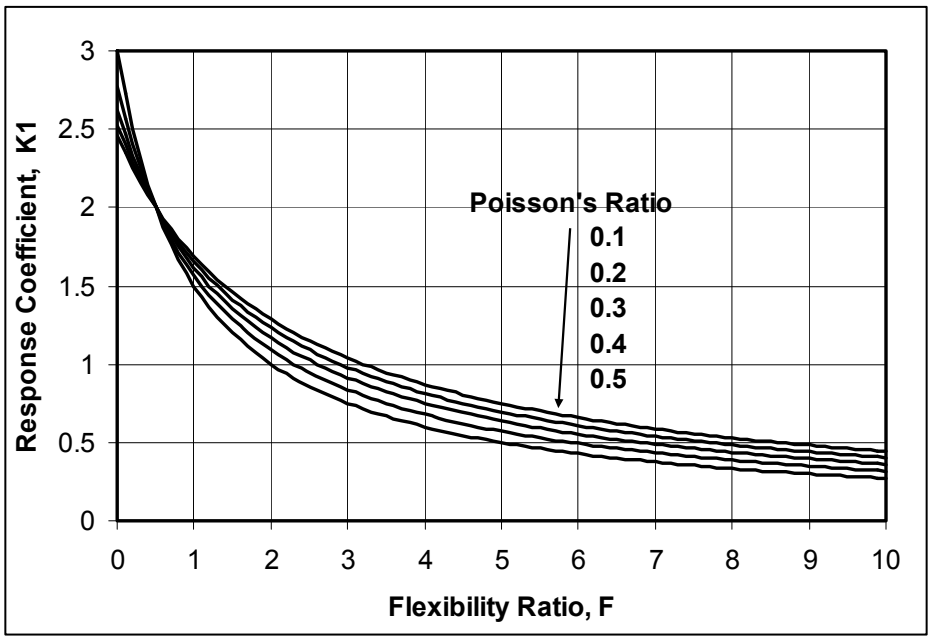


Figure 3B-3 Seismic Ovaling Coefficient, K_1

5. Derive the seismic loading effect, EQ, associated with the seismic ovaling deformation ΔD_{EQ} by using the loading combinations and load factors presented in Table 5-3 in Metro Rail Design Criteria, Section 5, Structural/Geotechnical:

If the tunnel lining is expected to behave in an essentially elastic manner and for lining that can be modeled with a uniform bending stiffness ($E_c I_c$), the internal seismic force EQ, expressed in terms of maximum thrust T_{max} per unit width and maximum bending moment M_{max} per unit width can be derived as follows:

$$T_{max} = K_2 \gamma_{max} \frac{E_m}{2(1+\nu_m)} R$$

$$M_{max} = \frac{1}{6} K_1 \gamma_{max} \frac{E_m}{1+\nu_m} R^2$$

where:

$$K_2 = 1 + \frac{F[(1-2\nu_m)-(1-2\nu_m)C] - 0.5C(1-2\nu_m)^2 + 2}{F[(3-2\nu_m)+(1-2\nu_m)C] + C(2.5-8\nu_m+6\nu_m^2)+6-8\nu_m}$$

The resulting bending moment induced maximum fiber strain, ε_m, and the hoop force (i.e., thrust) induced strain, ε_T , in the lining can be derived as follows:

$$\varepsilon_T = K_2 \gamma_{max} \frac{E_m}{2(1+\nu_m)} \cdot \frac{R}{E_c t}$$

$$\varepsilon_m = \frac{1}{6} \cdot \frac{t}{2} K_1 \gamma_{max} \frac{E_m}{1+\nu_m} \cdot \frac{R^2}{E_c I_c}$$

The lining coefficient K_2, primarily used for the thrust response evaluation, is graphically presented in Figures B-4, B-5, and B-6 for Poisson's Ratio values of 0.2, 0.35 and 0.5, respectively.

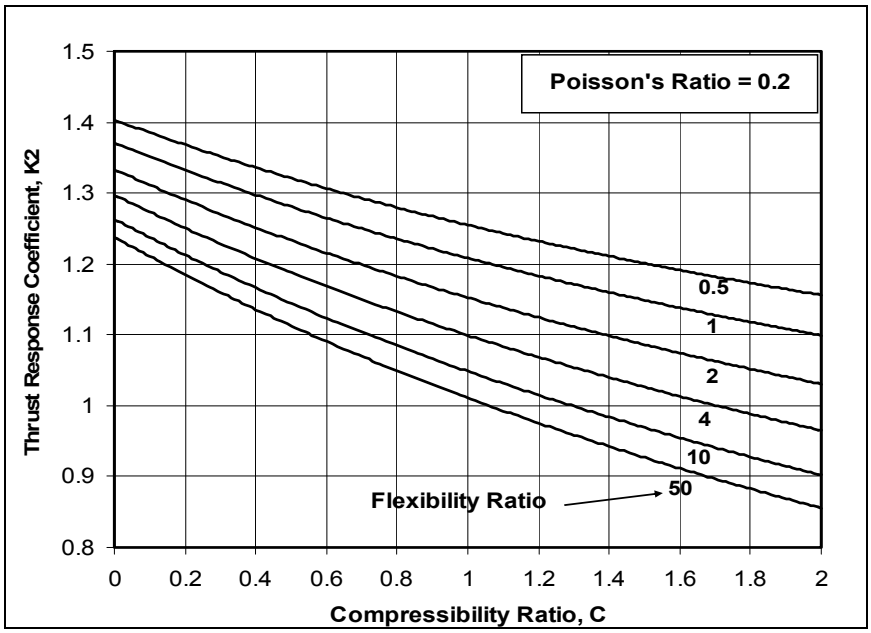


Figure 3B-4 Lining Response Coefficient, K_2, for Poisson's Ratio = 0.2 (Wang, 1993)

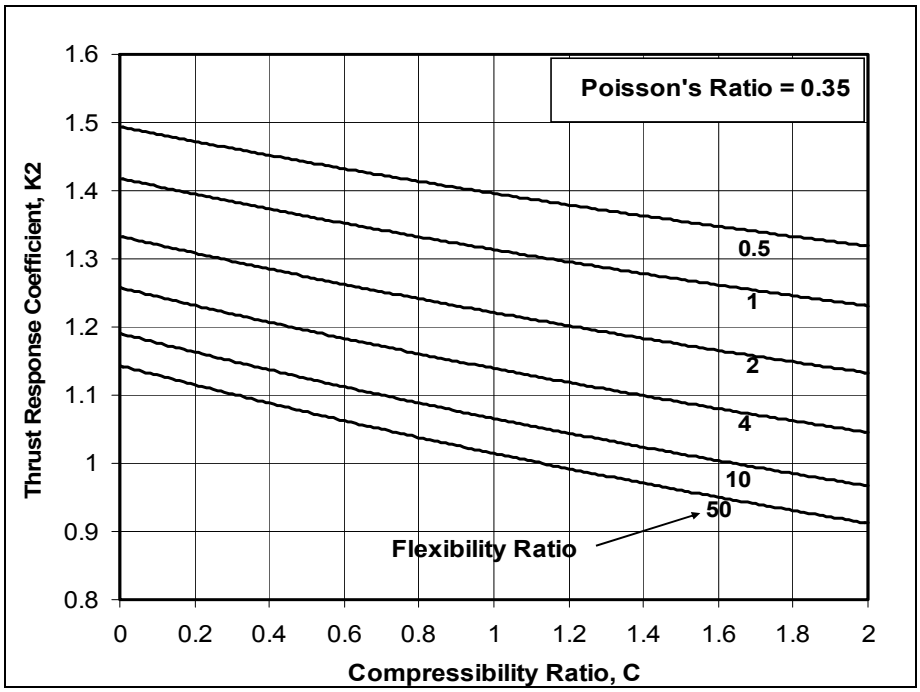


Figure 3B-5 Lining Response Coefficient, K_2, for Poisson's Ratio = 0.35 (Wang, 1993)

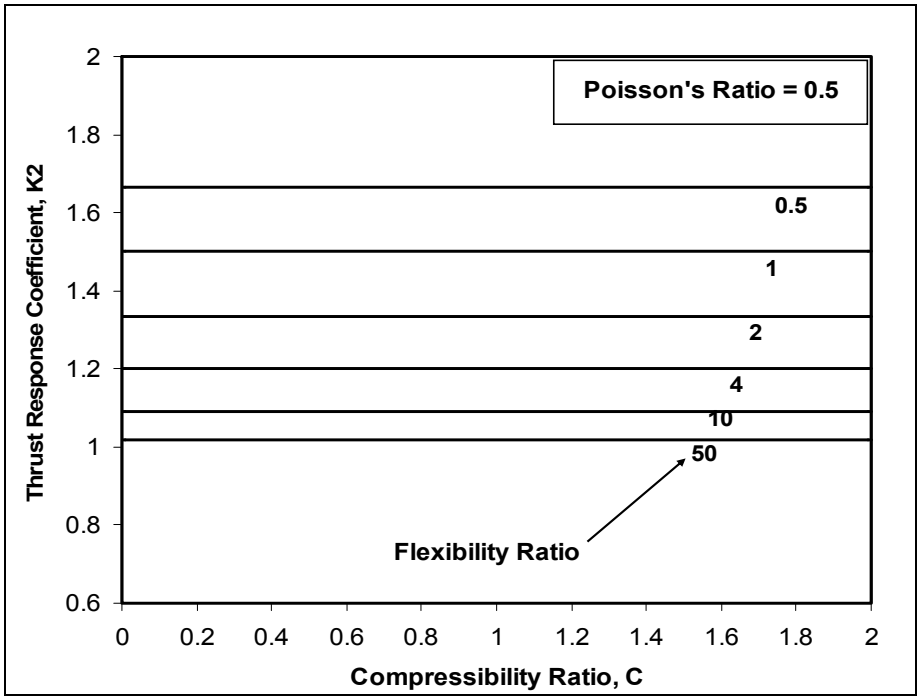


Figure 3B-6 Lining Response Coefficient, K_2, for Poisson's Ratio = 0.5 (Wang, 1993)

The equations for T_{max} and ε_T, are based on a no-slip condition at the soil/lining interface, where relative slip movement between the exterior side of the tunnel lining and the surrounding soil is assumed not to occur. This no-slip assumption produces more conservative results for evaluating T_{max} and ε_T. On the other hand, more critical results are obtained for M_{max} and ε_m, as expressed by the equations presented above, by assuming a full-slip condition at the soil/lining interface.

If inelastic displacement is anticipated to occur in the tunnel lining, such as under the MDE loading condition, the internal seismic force EQ must be carefully evaluated by considering the structural detailing of the tunnel lining (segments as well as segmental joints) and if necessary inelastic displacement-based structural analysis should be conducted to ensure the tunnel lining has adequate strength and ductility to accommodate the seismic ovaling deformation ΔD_{EQ}.

3B7.1.2 Numerical Modeling Approach

In using numerical modeling method to analyze bored tunnel cross-section subjected to ovaling deformation the following considerations should be included:

1. As a minimum, analyze the structure, surrounding ground, and seismic imposed deflections as a two dimensional soil-structure model (see example of a continuum soil-structure model in Figure 3B-7).

2. Include in the model, if relevant, the internal decks and walls to assess their effects on stress concentration and tunnel deformation (Figure 3B-7).

3. Model the effects of the liner joints, particularly where the joints are not properly restrained against opening and closing.

4. Accurately model the soil stratigraphy and soil properties and loads relative to the geotechnical profile and cross-section.

5. Apply the deformations due to the propagation of shear wave based on site-specific site response analyses for both the ODE and MDE. In general, the deformation analysis can be performed using pseudo-static or pseudo-dynamic analysis in which displacements or displacement time histories are statically applied to the soil-structure system. Dynamic time history analysis can also be used to further refine the analysis when necessary, particularly when some portion(s) of the tunnel structure can respond dynamically or under earthquake loading, i.e., in the case where the *inertial effect* of the tunnel structure is considered to be significant.

6. Evaluate the loads and deformation not only in the liner segments themselves but also at the joints.

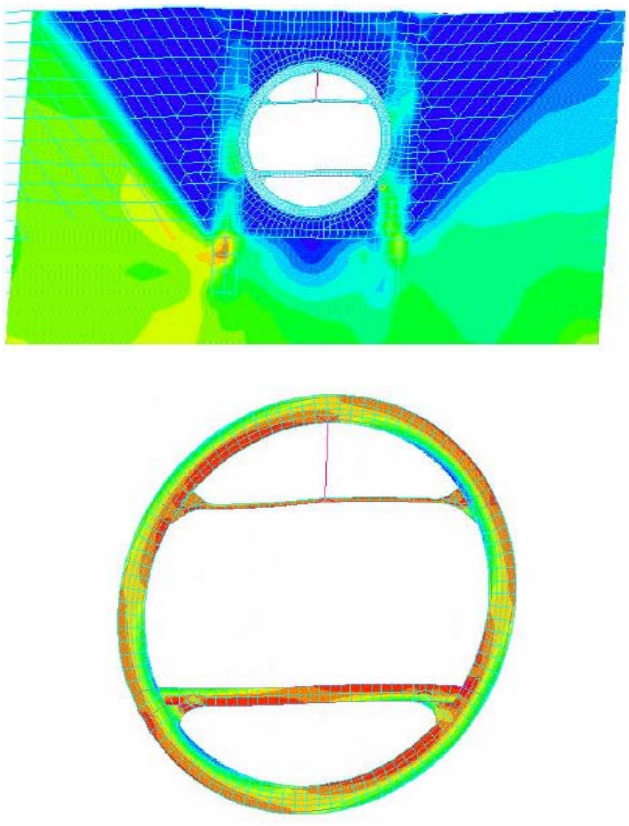


Figure 3B-7 Example of Two-dimensional Continuum Finite Element Model

3B7.2 Seismic Demands from Axial/Curvature Deformations

1. The evaluation procedures for the longitudinal response (due to axial/curvature deformations) of tunnel structures should be based on the procedures outlined in Section 13.5.2 of the Technical Manual for Design and Construction of Road Tunnels (FHWA-NHI-09-010 Report, 2009). The Free-Field Deformation procedure in section 13.5.2.1 of the Road Tunnel Manual may be used to determine the strains related to axial and longitudinal deformation of the tunnel under seismic ground motions. Supplement the analysis with Numerical Modeling Approaches similar to those in Section 13.5.2.3 of the Technical Manual where there are abrupt changes in structural stiffness or geological properties.

2. For the Free-Field Deformation analysis calculate the combined axial and bending strains from the P-Waves (pressure waves), S-Waves (shear waves), and R-Waves (Rayleigh waves) using the formulae given in Section 13.5.2.1 of the Technical Manual. The parameters associated with each class of wave are to be developed and provided by Project Geotechnical Engineers.

3. Use Numerical Modeling to investigate the effects of abrupt changes in structural stiffness or geological properties. Structural stiffness change locations can include the tunnel breakouts at the portals; where egress and ventilation shafts may joint the tunnel; and other local hard spots. Geological changes requiring numerical modeling include area of abrupt change in soil stiffness along the alignment. These include the interfaces between liquefiable and non-liquefiable soils and the interfaces between soil and rock.

3B7.3 Stability Check

1. There are two levels of stability checks for the tunnel liner design based on the performance criteria for the ODE and MDE seismic ground motions. Under the ODE there will be no to minimal damage to the lining segments, joints, and water tightness. The tunnel will be able to be put back in service after a post earthquake inspection. Under the MDE the criteria are no collapse and being able to evacuate the tunnel safely immediately after the MDE. Inelastic deformations and damage are allowed but any structural damage shall be controlled and limited to elements that are easily accessible and can be readily repaired. No collapse mechanisms are allowed.

2. Combine the seismic demands from the S-wave ovaling, axial, and curvature deformations by Square Root of the Sum of the Squares (SRSS) method.

3. Combine the seismic demands induced form the three modes of deformation during seismic shaking (i.e., ovaling, axial, and curvature deformations) with the static demand for the structure.

4. Check the section capacities relative to AASHTO LRFD as modified for tunnels in the Technical Manual for Design and Construction of Road Tunnels (Section 10.3.3).

5. Check the structure's stability relative to performance level and ductility with the following additional criteria. The concrete and steel strain limits apply to reinforced concrete lining. Where precast concrete lining are present, the concrete and steel strain limits apply to the body of the segments themselves. Separate criteria apply to the joints between the segments depending on the extent to which a ductile connection across the segments are made.

   a. For the ODE level ground motions, design the lining to respond essentially in an elastic manner with no ductility demand. Do not exceed a concrete compression strain of 0.001. Do not exceed a steel tensile strain of 0.002.

   b. For the MDE level design, inelastic deformations are allowed, but kept to the acceptable levels. Do not exceed a concrete compression strain of 0.002. Do not exceed a steel tensile strain of 0.006. For the MDE level design, the concrete strain may be allowed to exceed 0.002 but not to exceed 0.004 provided that the strain is predominantly in flexural mode.

   c. For joints without being specifically designed as ductile connection, no uplift (zero tension) is allowed across the joint. Check joint shear capacity. Shear friction approach using the compressive load across the joint may be used to check the joints shear capacity. Check the joints compressive and bearing capacity relative to unreinforced concrete, unless specifically designed bearing plates and confinement is provided.

   d. If segment joints are specifically designed as ductile connection, the concrete and steel strain limits given above may apply to the joints. Design the connection so the steel crossing the joint develops 1.25 times the yield strength of the steel without brittle failure of the concrete at the anchorages.

3B7.4 Interfaces

Interfaces between the bore tunnel and the more massive structures shall be designed as flexible/expansion joints to accommodate the differential movements. The design differential movements shall be determined by the Designer in consultation with the Project Geotechnical Engineers.

3B7.5 Geological Variations

Abrupt changes in stiffness of geologic formations shall be accommodated by designing the structures in these formations for the static and seismic loads and deformations resulting from such variations. The design parameters for these conditions will be established on a case-by-case basis by the Project Geotechnical Engineer.

The effects of abrupt changes in stiffness of geological formations are important when tunnels are in mixed face conditions, passing longitudinally from a rock formation into a soil formation or from a very stiff formation into a very soft formation. The focus in this case is on the longitudinal response of the tunnel to the differential free-field deformations between the soil (a soft formation) and the rock (a stiff formation). The most critical mode of the differential free-field deformations (along the longitudinal axis of

the tunnel) is the lateral differential deformations caused by the vertically propagating shear waves (i.e., spatially varying ground motion effects due to different site conditions).

The general procedure used for evaluating the effects of differential lateral free-field deformations on the longitudinal tunnel response in mixed face conditions due to the vertically propagating shear waves is summarized as follows:

1. Establish the free-field lateral soil and rock deformations along the tunnel alignment in the mixed face area. The free-field deformation profile along the tunnel alignment can be developed by performing multiple site-specific one-dimensional site response analyses at various locations along the tunnel alignment to account for the spatially varying ground motion effects. The site-specific analyses can be performed using site response analysis programs such as SHAKE 91 (Idriss and Sun, 1992). Refer to Section B7.1.1 for more discussions on site-specific site response analyses.

2. Derive the non-linear lateral soil or rock springs along the longitudinal alignment of the tunnel structure to represent the varying ground stiffness to be used in the mixed face area in the subsequent soil-structure interaction analysis.

3. Develop a structural model based on the properties and geometry of the tunnel structure. The articulation characteristics of tunnel circumferential joints (between two adjacent tunnel rings) may play an important role in the longitudinal seismic response of a tunnel and hence should be considered in the structural model if applicable.

4. The differential lateral free-field deformation distribution along the length of the tunnel in the mixed face area (derived from Step 1 above) is then applied to the tunnel structure model (from Step 3) through the use of equivalent soil or rock springs (from Step 2) to account for the ground-structure interaction effect.

5. The seismic demands in terms of deformations and internal forces computed from the analysis (Step 4) shall then be checked against the capacity of the tunnel structure with particular focus on the details at the circumferential joints to accommodate the required deformation and force demands.

3B8.0 REINFORCED CONCRETE BOX STRUCTURES

Reinforced concrete box structures include box (rectangular) cut-and-cover structures including passenger stations, and mined station sections that behave in similar manner as a rectangular structure during earthquake shaking. Design details for reinforced concrete box structures shall be in accordance with the provisions of the California Building Code and Caltrans implemented AASHTO LRFD. The design shall also comply with the requirements specified in Metro Rail Design Criteria Section 5 – Structural/Geotechnical.

For ODE and MDE design of reinforced concrete underground box structures use the Caltrans Seismic Design Criteria, and ACI 318 latest edition, with Metro

specified rail transit loading. These are referred to throughout these criteria as "Caltrans SDC" and "ACI", and are to be used in conjunction with the Extreme Event I (MDE) and IA (ODE) Load Combinations per Metro Rail Design Criteria Section 5.4.7.

Commentary: Note that load factors in the Criteria for Strength load combinations are based on AASHTO and therefore member capacities which are compared with those demands should be evaluated using AASHTO methods for consistency. Load factors in the Criteria for Extreme events (ODE/MDE) are 1.0 which indicates a limit state evaluation such as per Caltrans SDC is to be performed and consequently the calculated demands are independent of the capacity methodology used. The designer should use a capacity methodology appropriate to the expected material behavior at the given demands.

Seismic design of the transverse cross section of a structure shall consider two loading components:

1. The racking deformations due to the vertically propagating shear waves, which are similar to the ovaling deformations of a circular tunnel lining (see Figure 3B-1 in Section B6.0).

2. Inertia forces due to vertical seismic motions.

3B8.1 Seismic Demands due to Racking Deformations

Two general approached can be used to determine the seismic racking deformation of rectangular box structures.

The first approach is based on semi-closed form solution that has been calibrated with a series of numerical analyses for a number of soil-structure configurations. The semi-closed form solution is based on the following assumptions: (1) the tunnel is of rectangular shape, (2) surrounding soil is reasonably uniform, and (3) there is no interaction effect from adjacent tunnels or other structures.

The second approach is a numeric modeling approach that relies on mathematical models of the structures (including adjacent structures if relevant) to account for structural properties, varying soil stratigraphy and soil properties, loadings and deformations more rigorously. These structural models are generally run on computers with specialized software. If the actual soil-structure systems encountered in the field are more complex than the assumed conditions described above for the semi-closed form solution approach leading to unreliable results, then the use of numerical modeling approach should be adopted.

3B8.1.1 Semi-Closed Form Solution

The seismic racking loads for the lining of rectangular box structures are defined in terms of the sideway racking displacements caused by the vertically propagating shear waves of the MDE and ODE ground motions. The differential sideway racking displacement between the top and bottom elevations of a box structure is graphically shown as Δ_s in

Figure 3B-8. The internal forces and ductility demands due to the seismic racking deformation, Δ_s, can be derived by imposing the differential deformation on the structure in an elastic or inelastic frame analysis. The procedure for determining Δ_s, for both MDE and ODE level design and with the consideration of soil structure interaction effects, is as follows:

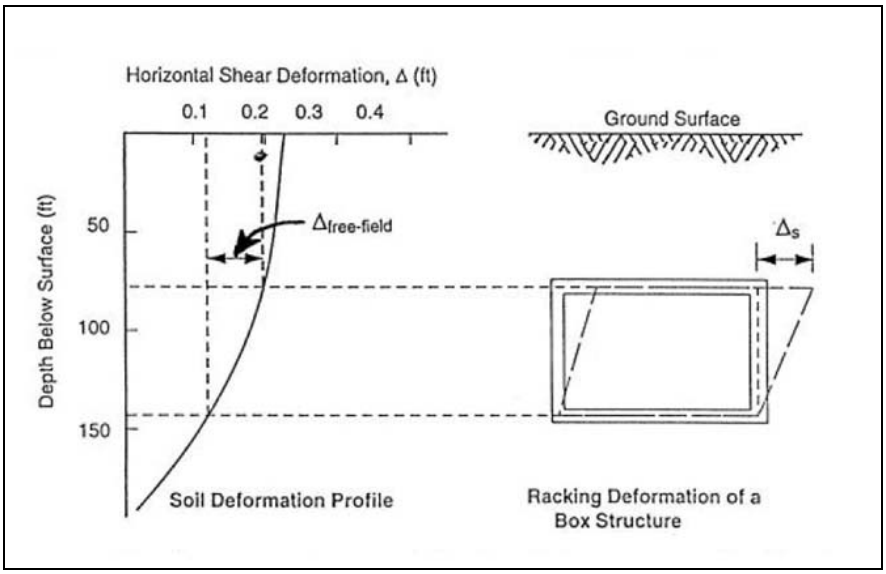


Figure 3B-8 Free-field Soil Shear Displacement Profile and Racking Deformation of a Box Structure (Wang, 1993)

1. Calculate the expected free field ground shear displacement profile caused by the vertically propagating shear waves of the design earthquakes, for both MDE and ODE (see Figure 3B-8). The development of the free-field ground shear displacement profile requires site-specific one-dimensional site response analyses using computer programs such as SHAKE 91 (Idriss and Sun, 1992). Refer to Section B7.1.1 for more discussions on site-specific site response analyses.

2. Determine $\Delta_{\text{free-field}}$, the differential free-field shear displacements corresponding to the top and the bottom elevations of the box structure (see Figure 3B-8).

3. Determine the racking stiffness, K_s, of the box structure by performing a structural frame analysis. The racking stiffness can be computed using the displacement of the roof subjected to a unit lateral force applied at the roof level, while the base of the structure is restrained against translation, but with the joints free to rotate. The ratio of the applied force to the resulting lateral displacement yields the racking stiffness K_s. In performing the structural frame analysis, the moment of inertia of the structural element I_c (for walls, floors, roof and invert slabs) per unit width shall be determined based on the expected behavior of each element under the combined seismic and static loads, accounting for cracking. The

effects of potential development of hinges shall also be considered in the frame analysis.

4. Determine the flexibility ratio, F_r ,of the proposed design of the structure using the following equation:

$F_r = (G_m / K_s) \cdot (w/h)$

where:

K_s = racking stiffness of the box structure

w = width of the box structure

h = height of the box structure

G_m = average strain compatible shear modulus of the soil/rock layer between the top and bottom elevation of the structure. The average strain compatible shear modulus shall be derived based on the results of site-specific site response analyses

5. Based on the flexibility ratio obtained above, determine the racking ratio, R_r, for the proposed structure using Figure 3B-9, or

$$R_r = \frac{4(1-\nu_m)F_r}{3-4\nu_m+F_r}$$ for no-slip interface condition (between soil and structure)

$$R_r = \frac{4(1-\nu_m)F_r}{2.5-3\nu_m+F_r}$$ for full-slip interface condition (between soil and structure)

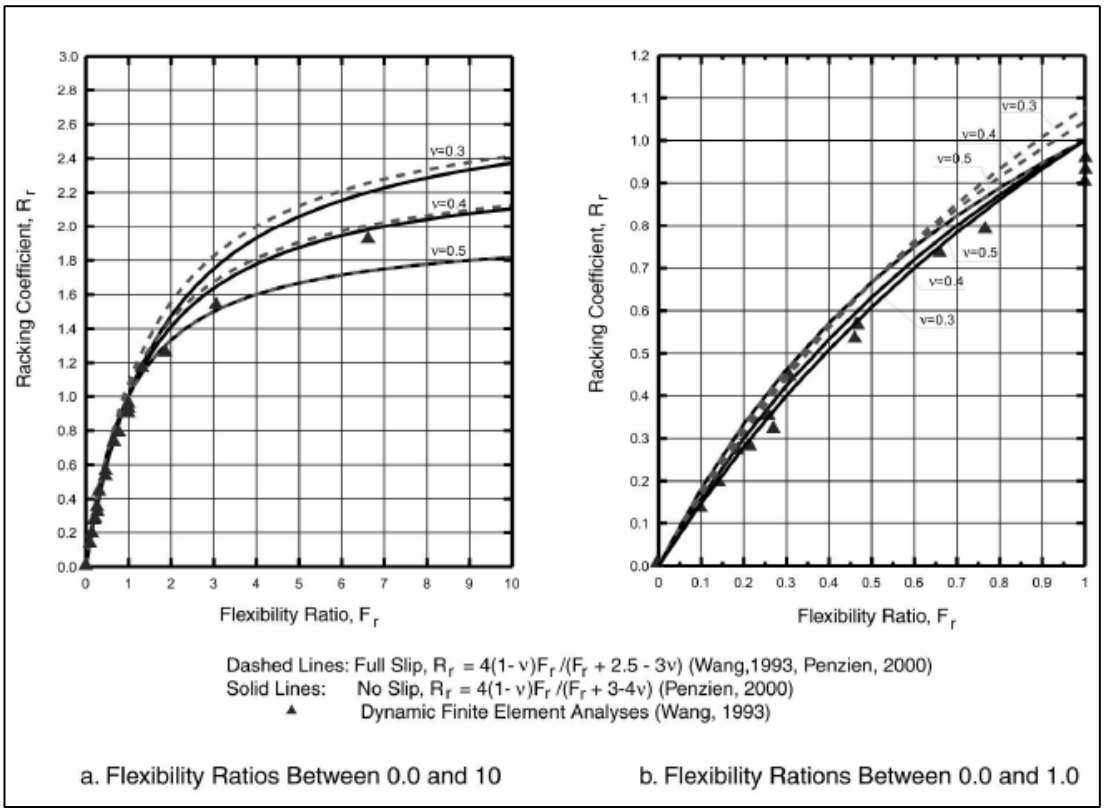


Figure 3B-9 Racking Ratio Coefficient R_r for Rectangular Box Structures (MCEER-06-SP11, Modified from Wang, 1993, and Penzien, 2000)

6. Determine the racking deformation of the rectangular box structure, Δ_s, using the following relationship:

$$\Delta_s = R_r \cdot \Delta_{free-field}$$

7. The seismic demand (due to racking deformation) in terms of internal forces as well as material strains are calculated by imposing Δ_s upon the structure in a frame analysis (elastic or inelastic) as depicted in Figure 3B-10.

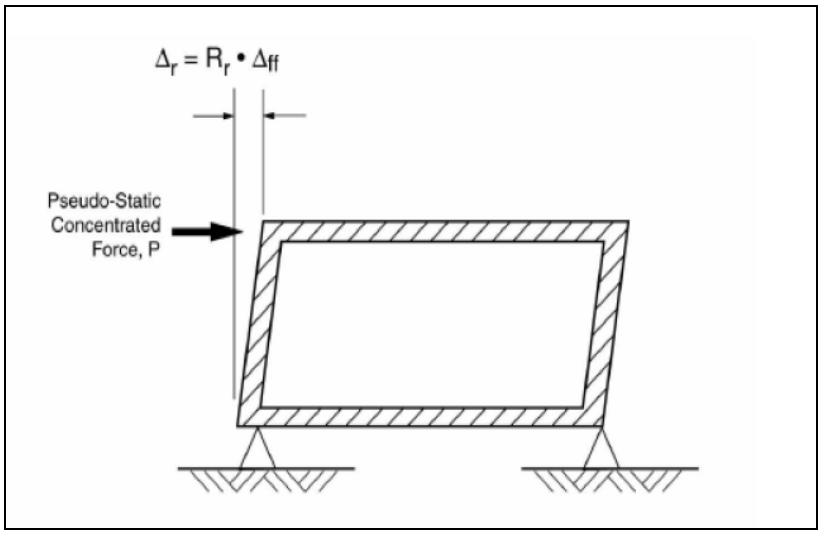


Figure 3B-10 Simplified Racking Frame Analysis of a Rectangular Box Structure (MCEER-06-SP11, Modified from Wang, 1993)

3B8.1.2 Numerical Modeling Approach

In using numerical modeling methods to analyze rectangular box structures subjected to racking deformation the following considerations should be included:

1. As a minimum, analyze the structure, surrounding ground, and seismic imposed deflections as a two dimensional soil-structure model.

2. Include in the model, if relevant, the internal floors/decks and walls to assess their effects on stress concentration and tunnel deformation.

3. Use appropriate assumption in modeling the connections between the walls and the roof or invert slabs.

4. Accurately model the soil stratigraphy and soil properties and loads relative to the geotechnical profile and cross-section.

5. Apply the deformations due to the propagation of shear wave based on site-specific site response analyses for both the ODE and MDE. In general, the deformation analysis can be performed using pseudo-static or pseudo-dynamic analysis in which displacements or displacement time histories are statically applied to the soil-structure system. Dynamic time history analysis can also be used to further refine the analysis when necessary, particularly when some portion(s) of the tunnel structure can respond dynamically or under earthquake loading, i.e., in the case where the *inertial effect* of the tunnel structure is considered to be significant. Figure 3B-11 is an example illustrating the two dimensional dynamic time history model for a cut-and cover tunnel structure.

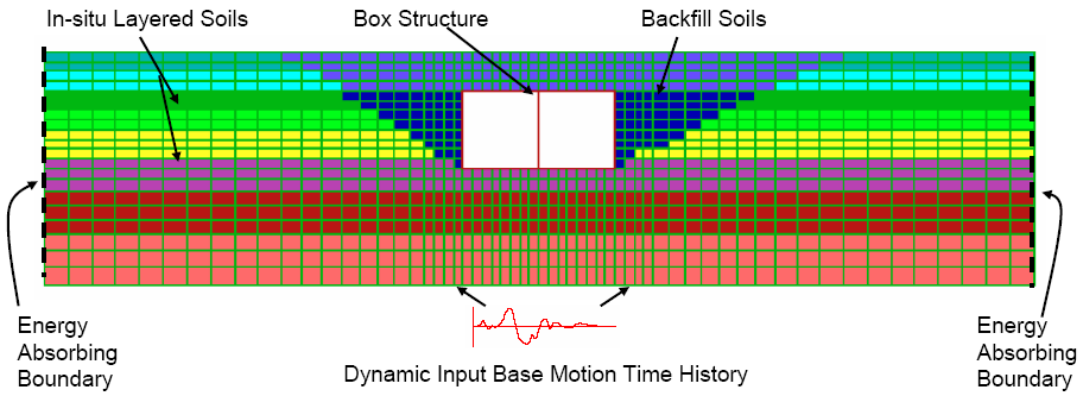


Figure 3B-11 Sample Dynamic Time History Analysis Model

3B8.2 Seismic Demands due to Vertical Ground Motions

The effect of vertical seismic motions shall be considered for rectangular box structures. For structures constructed using cut-and cover methods the effect can be accounted for by applying a vertical pseudo-static loading, equivalent to the product of the vertical seismic coefficient and the combined dead and design overburden loads used in static design. For structures constructed using mining technique, the vertical pseudo-static loading can be estimated to be the product of the vertical seismic coefficient and the combined dead load and the weight of the loosened zone above roof, which shall be determined by Project Geotechnical Engineers. The vertical seismic coefficient can be reasonably assumed to be two-thirds of the design peak horizontal acceleration divided by the gravity. This vertical pseudo-static loading shall be applied by considering both up and down direction of motions, whichever results in a more critical load case shall govern.

Seismic demands due to racking deformations and vertical seismic motions are then combined by Square Root of the Sum of the Squares (SRSS) method.

3B8.3 Stability Check

1. Check the structure's stability based on the performance criteria for the ODE and MDE seismic ground motions. ~~For the ODE level ground motions, design the lining to respond essentially in an elastic manner with no ductility demand. Do not exceed a concrete compression strain of 0.001. Do not exceed a steel tensile strain of 0.002. For the MDE level design, inelastic deformations are allowed, but kept to acceptable levels. Do not exceed a concrete compression strain of 0.002. Do not exceed a steel tensile strain of 0.006. For the MDE level design, the concrete strain may be allowed to exceed 0.002 but not to exceed 0.004 provided that the strain is predominantly in flexural mode. Segments are to act more like a column than they are a beam.~~

2. Evaluate the possible mechanisms for MDE conditions (see Figure 3B-12). Conditions with only two hinges in any one member, such as illustrated in Figure 3B-12a, are acceptable because a failure mechanism has not formed. Conditions with four hinges, such as illustrated in Figure 3B-12b, are also considered acceptable provided that the ground surrounding the structures is

stable (i.e., no liquefaction or slope instability issues) because collapse is prevented by the surrounding materials. However, formation of any of mechanisms such as 1, 2, 3, 4, or 5 in Figure 3B-12c would lead to stability problems and these mechanism are, therefore, not acceptable.

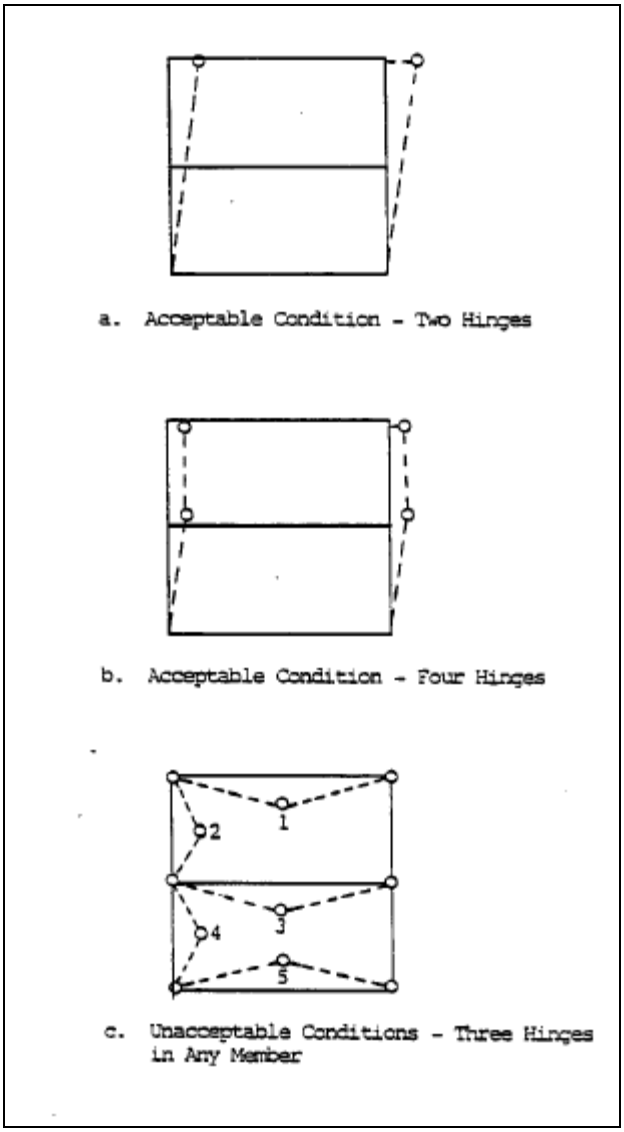


Figure 3B-12 Structure Mechanisms under MDE

3B8.4 ODE Design Approach

Member capacities shall be evaluated using LRFD resistance factors (Φ), and required demands as determined from elastic analyses shall remain at or below the design capacity of the section (Ru ≤ ΦRn, which is a demand to capacity ratio D/C ≤ 1.0).

Nonlinear methods shall be used to study soil-structure interaction and P-Delta effects. Provide special consideration to areas of discontinuity, sudden changes in loading conditions, etc.

Box structural elements shall be designed to fail in a predominantly flexural mode by requiring the design shear capacity at each end to exceed the greater of the factored shear demand determined by analysis or the force required to develop the overstrength moment of the weaker member framed into a joint. Non-ductile failure modes shall be avoided.

While limit state analyses and special detailing are not required for this level of demand, members shall still be proportioned such that the box walls will reach a limit state prior to the box roof slab, box invert slab, and box joints. Reasonable efforts shall be made to proportion members such that global failure modes are ductile.

Commentary: For ODE level ground motions, this approach may be reasonably expected to allow the box structure primary members to perform essentially in an elastic manner with no ductility demand. Elastic structural analysis models are generally adequate for evaluating Gravity and ODE demands on the box structure. Note that compression forces may not be considered in calculating the shear capacity of the roof slab and invert slab per Criteria Section 5.4.7.C. The intent of the Criteria is for the designer to use engineering judgment to consider whether the use of shear or flexural capacity increases with compression loads which may otherwise be allowed by the reference codes is conservative for the loading conditions and elements being evaluated as the codes were not expressly written for below grade concrete structures.

3B8.5 MDE Design Approach

When MDE demands are relatively low, the analysis and design may follow the approach given in section 3B8.4 for ODE with member flexural and axial capacities evaluated using the nominal capacity Mn (Φ = 1.0 for bending and axial) and member shear capacities conservatively based on the design capacity ΦVn (Φ ≤ 0.9 for shear).

For the MDE level design, inelastic deformations are allowed, but kept to acceptable levels. When MDE analysis indicates relatively high demands such that inelastic behavior can be expected or where elastic design is not economical the following sections shall apply.

3B8.5.1 Analysis

Elastic structural analysis models shall be considered adequate for evaluating MDE cases which generate member flexural demands less than the nominal

moment capacity based on expected material properties (Mne defined per Caltrans SDC), which may be estimated as 1.1·Mn when subjected to axial compression loads less than 0.1·Ag·f'c. For members subject to tension or high axial compression, this value shall be determined from a moment-curvature analysis of the section. Significant inelastic behavior is anticipated beyond Mne, therefore ductility and moment redistribution must be evaluated using inelastic analysis models which account for material nonlinearity.

Inelastic modeling shall include the effects of inelastic/plastic hinge zones, with properties based on expected material properties and strains outlined in Caltrans SDC for Pier Walls loaded in their weak direction. Instead of the bilinear elastic/perfectly-plastic hinge given by Caltrans SDC, the hinge model shall include the effect of post yield stiffness prior to reaching a perfectly-plastic region.

Commentary: It is important to note that the basic Caltrans SDC procedure is based on large levels of ductility demand (drift) while the typical below grade box structure may be expected to have a performance goal with relatively low levels of ductility demand. The full plastic moment capacity of a section as calculated using the Caltrans SDC may not develop until well beyond the strain limits specified. The inclusion of a post-yield relationship in the hinge definition is therefore necessary to allow the model to capture material stress/strain distributions at demands above the expected yield point which occur before reaching the Caltrans SDC plastic moment.

For non-linear inelastic time history analyses where the application of vertical ground motion seismic demands using SRSS per Section 3B8.2 is impractical, the effects of vertical and horizontal seismic ground motion may be applied using the alternative combination EQ = 100% EQhoriz +/- 35% EQvert.

3B8.5.2 Capacity Evaluation

Members designed to perform beyond a yield limit state shall be evaluated using a moment-curvature analysis program in a method consistent with Caltrans SDC to determine the approximate strain distribution in the concrete and reinforcement components as well as the member ductility for inelastic demand. The design shall consider the effects of both Lp per Caltrans SDC Section 7.6.2(a) as an upper bound and the lesser of Lp,min or h/2 as a lower bound unless justification of a larger value can be made.

Commentary: The idealized analytical plastic hinge length Lp per the Caltrans SDC procedure is typically longer than h/2, and is always longer than Lp,min. At low levels of inelastic demand the length of the yielding region is expected to be shorter than Lp, and its use would result in the calculation of unconservative total curvature and strain demands (due to their inverse relationship). There is limited research on hinge lengths for low levels of deformation, the h/2 lower bound is per FEMA 356 and is assumed to be conservative. It is not the intent of this section to reduce the dimensions of the plastic hinge zone for reinforcement detailing purposes.

3B8.5.3 Design

The Caltrans SDC and ACI seismic design basis is such that certain portions of members will be subjected to significant inelastic deformations, with flexural demands at those regions based on the plastic moment (Mp). Adjacent members which are to remain essentially elastic are defined as "capacity protected" and shall be designed to resist an overstrength demand moment. Where it may be shown that MDE demands are less than Mp, capacity protected components may be designed for an overstrength demand of 1.2 times the maximum demand obtained by inelastic analysis (1.2Mu) and not less than the nominal moment capacity based on expected material properties (Mne).

Commentary: The definition of Mp is different between ACI and Caltrans SDC, and may be determined per either method at the designer's discretion. The design and detailing requirements are expected to be applied consistent with the selected method throughout, do not mix and match the two procedures. Note that Caltrans SDC is based on a premise that inelastic behavior occurs only in the vertical column/wall elements (capacity protected superstructure and foundation), while ACI is based on inelastic behavior only in beam elements (strong column/weak beam), the requirements and terminology should be translated to the appropriate box configuration and elements per the performance goals in this Criteria.

Where inelastic behavior is expected to occur in a member adjacent to a slab-wall joint at MDE, the joint shall be designed as a capacity protected component. The design shall consider the forces imposed on a corner joint based on the overstrength moment of the weaker member framed into it. This will force inelastic behavior out of the joint and into the adjacent member where damage may be more readily observed and repaired.

3B8.5.4 Performance Criteria

Commentary: Section 3B3.0 describes several performance objectives for MDE, the following criteria are provided as one approach which may reasonably be expected to achieve these performance goals. Alternative criteria may be submitted with appropriate justification for Metro approval.

Inelastic behavior shall be designed to occur in locations which are readily observable and accessible for repair. Cracking of box joints and concrete spalling at the exterior of the box may not be observable or readily repairable and should therefore be avoided. Damage to the box roof slab may cause undue concern of collapse and should also be avoided.

The box roof slab, box invert slab, and box joints shall be considered capacity protected to perform as essentially elastic with MDE demands. Box walls, interior floor slabs and columns shall be designed and detailed for ductile behavior to accommodate inelastic hinging, with a minimum local displacement ductility capacity of $\mu C \geq 4$ as calculated per Caltrans SDC. MDE global displacement ductility demand μD on the inelastic cross section should be less than 4.

Commentary: The global displacement ductility demand is calculated per Caltrans SDC by dividing the ultimate displacement by the initial displacement at which the first hinge forms. Note that high gravity induced flexural demands at box joints may cause inelastic behavior during seismic racking to form quickly

under low displacement. This will result in higher (more conservative) ductility demand values than for a similar above-ground structure designed per Caltrans SDC, therefore the given performance ductility demand is to be used as a guideline only. Ductility demands exceeding this value may indicate yielding behavior occurs at low levels of seismic demand and implies greater risk of damage.

Members subject to MDE demands which exceed their nominal flexural capacity as calculated using expected material properties (Mne), shall have plastic rotation and axial demands determined by inelastic nonlinear analysis. Material strains shall then be evaluated at the plastic rotation and axial demands by using a nonlinear moment-curvature fiber section analysis.

The following strain limits are provided for control of damage where inelastic behavior is allowed:

Continuous elements with seismic cross-tie confinement:

Maximum steel reinforcement strain for reparability: 0.02

Maximum concrete strain at extreme fiber for reparability: 0.0033

Elements adjacent to discontinuities with seismic hoop confinement:

Maximum steel reinforcement strain for reparability: 0.025

Maximum concrete strain at extreme fiber for reparability: 0.004

Commentary: The reinforcement strain limit is intended to allow minimal to moderate amount of inelastic deformation of the steel reinforcement while avoiding bar buckling and fatigue failure. The concrete strain limit for continuous elements is intended to provide a reasonable control against extensive spalling of the cover and is based on two-thirds the ultimate unconfined concrete strain per Caltrans SDC. Note that concrete strain does not need to be checked for the confined portion since the strain limit at the extreme fiber (cover) will control. It is recognized that elements adjacent to openings in the box will be subject to higher demands with a corresponding increased risk of damage, however it should be confined to localized regions.

3B8.6 Detailing

Detailing of the box walls, floor and roof for inelastic behavior at MDE (D/C ratio exceeds 1.0) shall be per ACI 318 Chapter 21 and as modified by this Criteria. A minimum of two layers of reinforcement shall be used. Sufficient cross-ties shall be provided to prevent longitudinal bar buckling and comply with the confinement requirements in plastic hinge zones and joints. Cross ties in plastic hinge zones and joints shall not be smaller than #4 bars and spaced no greater than 6 inches on center along longitudinal reinforcement and 12 inches on center along the transverse direction. Cross ties shall directly engage the perimeter longitudinal bars and the location of the 135 degree hook shall be alternated at each tie along the longitudinal bar direction. Cross ties shall be considered adequate for confinement of continuous walls or slabs, hoops shall be used adjacent to areas of high local demand. Special consideration is to be given to locations where

these elements experience high axial loads, net tension, or areas at discontinuities and openings. Reinforcement splices, development lengths and details shall be based on ACI 318 or AASHTO LRFD using the appropriate requirements according to the strain and ductility demands determined by analysis.

Commentary: The detailing of an underground box for inelastic behavior is not well defined in current codes, and therefore some interpretation is required to meet the intent of the ACI or Caltrans SDC for this type of structure. The tie spacing and size indicated above are not intended to supersede code requirements which are likely to be more stringent. The designer may look to the requirements in ACI for special concrete moment frames, especially one-sided roof beam to column joints, and in Caltrans for Pier walls loaded out of plane or bridge knee joints. For additional information the designer may also refer to "Caltrans Memo To Designers 6-5" for recommendations of detailing lightly loaded pier walls for inelastic ductility. Also see requirements in Criteria Sections 5.4 and 5.4.12.2. It is desirable to place temperature reinforcement towards the exterior faces of the wall to aid in restraining primary reinforcement buckling and limit cover spalling, however this must be balanced with constructability issues.

3B9.0 VERTICAL SHAFT STRUCTURES

The primary seismic considerations for the design of vertical shaft structures are the curvature strains and shear forces of the lining resulting from ground shear strains due to vertically propagating shear waves. Force and deformation demands are particularly critical in cases where shafts are embedded in deep, soft deposits or cross boundary between two geological strata with stark contrast in stiffness. The general procedure used for evaluating the effects of ground shear strains on shaft structures due to the vertically propagating shear waves is summarized below:

1. Establish the free-field soil/rock shear deformation profile similar to the one shown in Figure 3B-8, for both MDE and ODE. This shear deformation profile is the result of ground shear strains due to shear waves propagating vertically from the base rock (or very firm base stratum) to the ground surface and shall be estimated by performing free-field site-specific site response analyses using computer program such as SHAKE 91 (Idriss and Sun, 1992). The analyses should account for the various stiffness and damping values (strain dependent) of the various soil and rock layers at the shaft site (refer to discussions in B7.1.1). The analyses should extend from the base firm stratum or the bottom of the shaft, whichever is deeper, to the ground surface.

2. Derive the non-linear springs along the vertical alignment of the shaft structure to represent the varying ground stiffness and strength to be used in the subsequent soil-structure interaction analysis. The non-linear springs should be derived by using the strain-compatible shear modulus obtained from the site-response analyses and considering the diameter/width of the shaft, as well as the discretization of the shaft structure in the structural analysis model.

3. Develop structural models based on the properties and geometry of the shaft structures.

4. The relative lateral shear deformation profile (derived from Step 1 above) between the top (usually the ground surface) and the bottom of the shaft is then applied to the shaft structure model (from Step 3) through the use of equivalent soil/rock springs (from Step 2) to account for the soil-structure interaction effect. In the analysis, the relative shear deformation is used as the prescribed displacement at the support end of each soil/rock spring.

5. The seismic demands in terms of internal forces (e.g., shear and bending forces) and material strains are computed from the analysis (Step 4) and shall then be combined with non-seismic loads for design and evaluation purposes

3B10.0 LATERAL LOADING FROM NEW OR EXISTING BUILDINGS

Where direct interaction between surface buildings and underground structures occurs, the effects of surface buildings on underground structures, expressed in terms of base shears and/or rocking moments, shall be added to the ground deformation effects on underground structures.

In cases where buildings and underground structures are separated by earth materials, the additional lateral earth pressure due to the inertial forces transmitted from the building through the earth to the underground structures shall be determined and added to the ground deformation effects on the underground structures.

3B11.0 RETAINING WALLS AND U-SECTIONS

For conventional reinforced concrete retaining walls and U-walls, seismic loads expressed in terms of dynamic earth pressures, as outlined in NCHRP Report No. 611, *"Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankment"*, (2008 Transportation Research Board), shall be followed. Special considerations shall be directed to the yielding/non-yielding nature of the walls in determining the dynamic earth pressures. For retaining walls that are allowed to accommodate some limited deformations, depending on their functioning requirements during MDE and ODE, the dynamic earth pressures may be reduced by selecting a design seismic coefficient lower than the peak ground acceleration value (expressed in terms of percent gravity, g). For U-walls, permanent sliding displacement is not likely to occur and therefore the dynamic earth pressures shall be derived based on the non-reduced peak ground acceleration value **or the numerical modeling approach similar to that as presented in Section 3B8.1.2**.

3B12.0 EFFECTS OF FAULT RUPTURE

The general design philosophy for a tunnel crossing seismically active faults is to accept and accommodate the displacements by either employing an oversized excavation, if appropriate, backfilled with compressible/collapsible material, or using ductile lining to minimize the instability potential of the lining. In cases where the magnitude of the fault displacement is limited or the width of the sheared fault zone is considerable such that the displacement is dissipated gradually over a distance, design of a strong lining to resist the displacement may be technically feasible. The structures, however, will be subject to large axial, shear and bending forces. The analysis and design must consider many important factors including, but nor limited to, the stiffness of the lining and the

ground, the angle of the fault plane intersecting the tunnel, the width of the fault, and the magnitude and orientation of the fault movement.

Analytical procedures generally used for evaluating the effects of fault displacement on lining response include structural finite-element and ground spring model and continuum soil-structure finite-element or finite-difference methods. The general procedure is summarized as follows:

1. Characterize the free-field fault displacements (i.e., displacements in the absence of the tunnel) where the fault zone crosses the tunnel, per procedure outlined in Section 2.4 (- Surface Fault Rupture Displacement) of the Metro SSDC.

2. Characterize the soil or rock behavior and derive the corresponding parameters along the longitudinal alignment of the tunnel structure to represent the varying non-linear ground stiffness and strength of the surrounding ground within as well outside the fault zone area. If the structural finite-element and ground spring model is considered appropriate and used in the analysis, then develop the nonlinear transverse and axial (frictional) ground springs to be connected to the tunnel (to model soil normal pressures on the tunnel lining or walls and axial frictional resistance along the tunnel alignment (Figures 3B-13 and 3B-14). If the continuum soil-structure finite-element or finite-difference methods are adopted, then develop proper constitutive material laws and corresponding parameters for the surrounding ground to be incorporated in the continuum soil-structure finite-element or finite-difference models.

3. Develop a structural model based on the properties and geometry of the tunnel structure. The non-linear inelastic characteristics of tunnel lining (including the presence of joints and potential hinges) may play an important role in the longitudinal seismic response of a tunnel and hence should be considered in the structural model if applicable.

4. The free-field fault displacement distribution along the length of the tunnel in the fault crossing area (derived from Step 1 above) is then applied to the tunnel structure model (from Step 3) through the use of the non-linear ground springs (from Step 2) in the structural finite-element and ground spring model to account for the ground-structure interaction effect (Figure 3B-13). If the continuum soil-structure finite-element or finite-difference methods are adopted, then the free-field fault displacement distribution is imposed to the tunnel structure in the continuum soil-structure model through appropriate boundary conditions in the model.

5. The seismic demands in terms of deformations and internal forces computed from the analysis (Step 4) shall then be checked against the capacity of the tunnel structure.

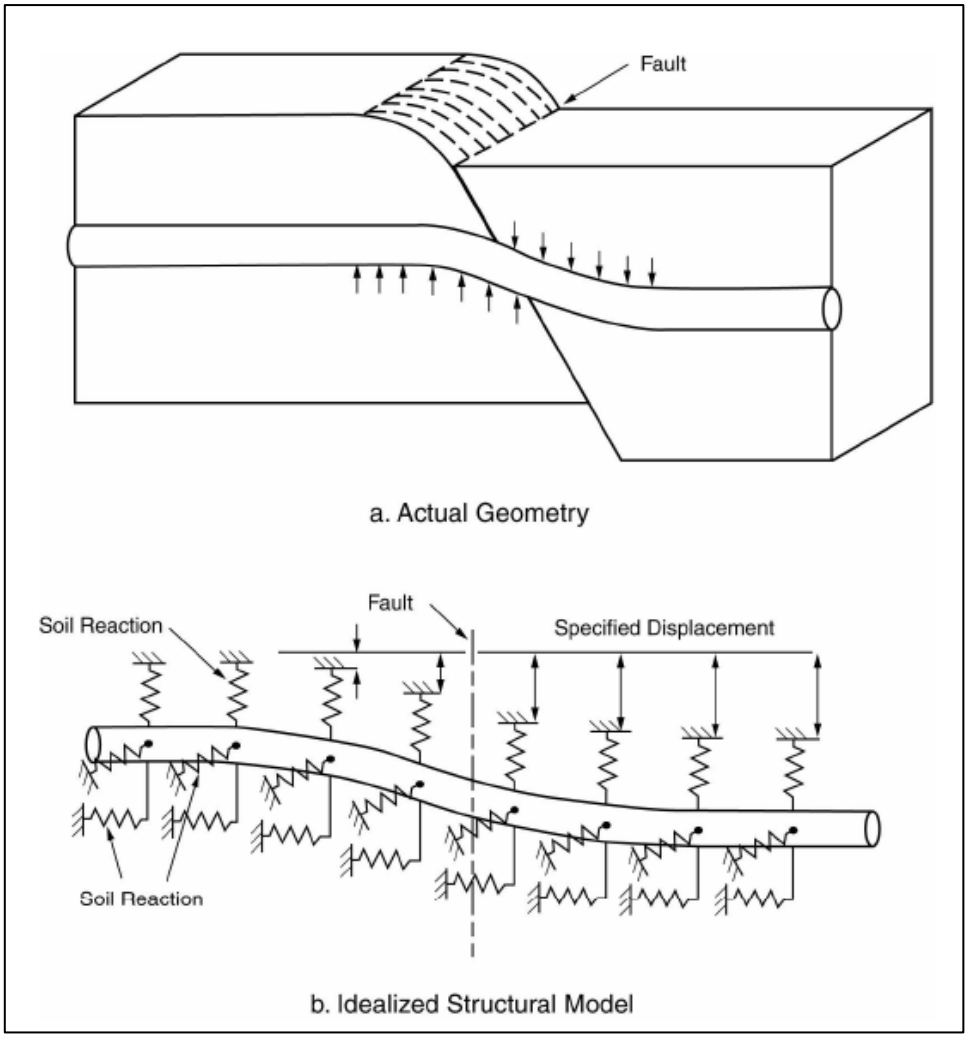


Figure 3B-13 Tunnel-Ground Interaction Model at Fault Crossing (ASCE Committee on Gas and Liquid Fuel Lifelines, 1984)

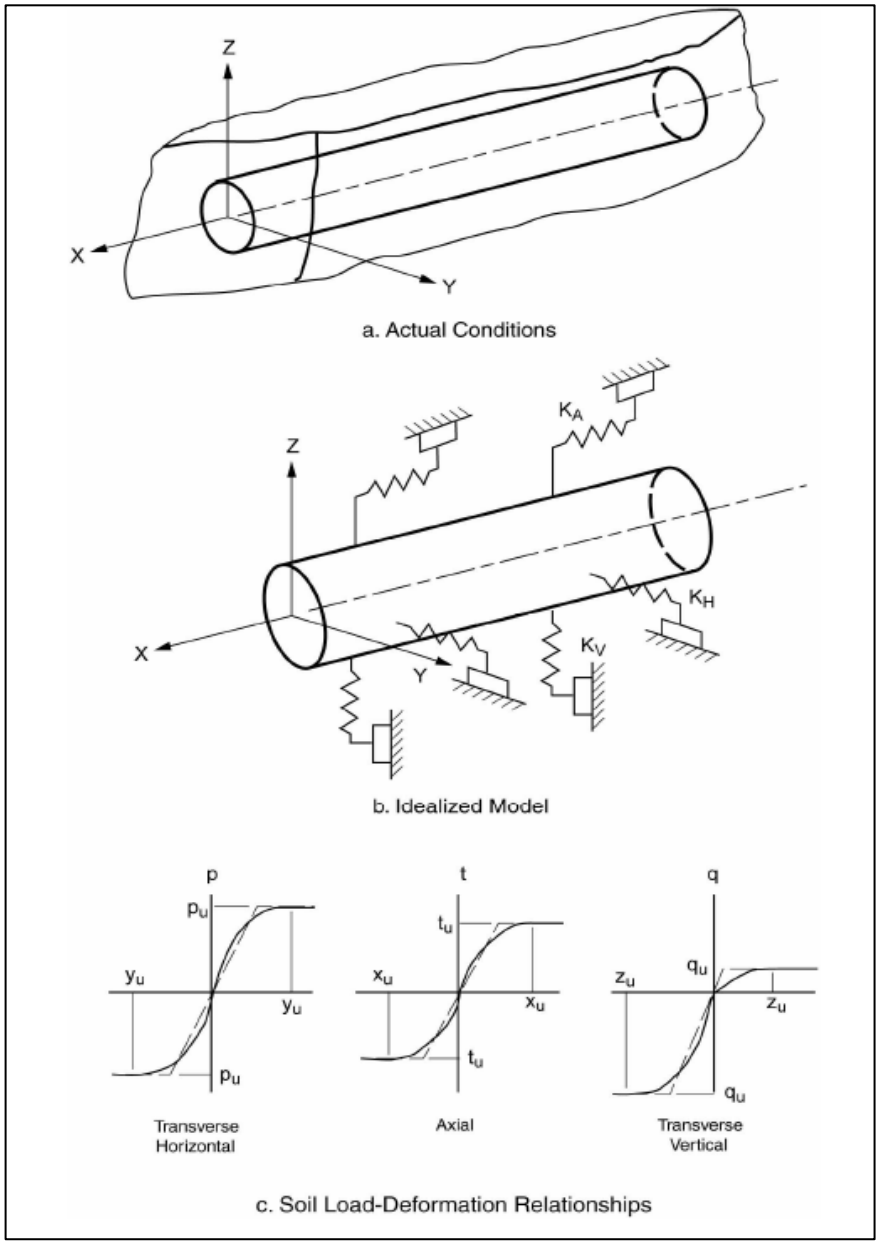


Figure 3B-14 Analytical Model of Ground Restraint for Tunnel at Fault Crossing (ASCE Committee on Gas and Liquid Fuel Lifelines, 1984)

3B13.0 SEISMIC DESIGN FOR EFFECTS OF GROUND INSTABILITY

The effects of seismically induced ground instability and permanent deformation of sloping ground or embankments on underground structures shall be considered in the design. For evaluations of slope and embankment stability, including the resulting permanent ground deformations, apply the National Cooperative Highway Research Program Report 611, Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankments, latest edition.

3B13.1 General

The stability of the ground surrounding the underground structures along the alignment shall be considered in the design. The surrounding ground includes natural and backfill earth mass located with a zone that may influence the performance of underground structures during and after earthquakes. Ground instability as a result of seismic shaking can include liquefaction, post-liquefaction settlements, and slope/embankment instability (landslide)

3B13.2 Effects of Liquefaction and Permanent Ground Deformations

The effects of liquefaction and liquefaction-induced ground deformations shall be evaluated at relevant locations along the project alignment including tunnels, the shafts, the stations, and potential slope instability affecting the structures. These shall include the following:

- Uplift, buoyancy, and flotation of the tunnels, stations, and other underground structures;
- Post-liquefaction settlements and deformations (total as well as differential;
- Lateral sliding stability of the tunnels and other underground structures;
- Loss of bearing capacity, if applicable;
- Down-drag and reduction in lateral/vertical resistance of deep foundations supporting the underground structure, if applicable.

For soil layers in which the safety margin against initial liquefaction (triggering) is unsatisfactory, a liquefaction impact analysis based primarily on a deformation approach shall be performed. Potential impacts of liquefaction include tunnel floatation, uplift pressure, increased lateral earth pressure, down-drag force, bearing capacity failure, loss of lateral support (for piles or other deep foundations), lateral spread and slope stability problems, and post-liquefaction settlements and differential settlements. Relatively dense soils that liquefy may subsequently harden or stabilize at small deformations (cyclic mobility) and thus have relatively small impact on structures. Conversely, relatively loose soils that liquefy tend to result in much larger post-liquefaction deformations.

For underground structures, the depth of liquefaction investigation shall extend to a depth that is a minimum of 80 feet below the existing ground surface of final grade, whichever is deeper.

The proposed structures shall be designed to accommodate not only the total ground deformations but also the differential deformations. The minimum differential ground settlements to be used in the design shall be one-half of the total settlement at sites where natural soils underlie the structures. When the subsurface condition varies significantly in lateral directions and/or the soils are of Holocene deposits and/or artificial fills a minimum value of greater than one-half of the total settlement shall be used as the differential settlements.

The maximum deformation due to the differential tunnel movement (combined non-seismic and seismic movements) shall not cause long tem leakage of the tunnel structures, including at its interface connections to other structures.

3B13.3 Effects of Landslide and Slope Stability

The potential for seismically induced landslides and slope instability shall be identified along the proposed alignment. If quasi-static seismic stability analysis is performed for permanent structure, the seismic coefficient shall be determined in accordance with the NCHRP Reports, “Seismic Analysis and Design of Retaining Walls, Buried Structures, slopes, and Embankment, (TRB 2008, NCHRP 2008).

For quasi-static slope stability analysis, the factor of safety shall not be less that 1.1. If the computed factor of safety is less than 1.1, an impact study shall be performed based on earthquake-induced slope movements, using a refined and more accurate method of analysis such as the Newmark Time-History Analysis or dynamic non-linear soil continuum method of analysis to estimate the movements. The Newmark Time-History Analysis is described in the National Cooperative Highway Research Program (NCHRP) Reports (611 and Volume 2 on Project 12-70), “Seismic Analysis and Design of Retaining Walls, Buried Structures, Slopes, and Embankments”. The impact of the potential slope movements on the affected structures shall be assessed. If the impact assessments yield unacceptable performance of the structures, appropriate mitigation measures shall be incorporated into the design.

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END OF SECTION 5 APPENDIX
METRO SUPPLEMENTAL SEISMIC DESIGN CRITERIA

APPENDIX 4.6.3

Technical Memorandum (DRAFT), Geology and Soils

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Inglewood Transit Connector
Technical Memorandum
Geology and Soils

1. INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) understands that the City of Inglewood (City) is planning the development of an automated people mover (APM) system (approximately 1.8-mile-long) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via the Market Street and Manchester Blvd in the City of Inglewood (referred as Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five Intermodal Transit Facilities (ITF)/Maintenance and Storage Facilities (MSF). Geosyntec has examined potential impacts to the proposed Project related to geology, soils, and seismicity and provides a summary of our findings in this Geology and Soils Technical Memorandum (Report). Impacts examined in this Report include risks related to geologic hazards such as earthquakes, landslides liquefaction, and expansive soils. This Report also includes a description of the regulatory framework, significance criteria, and impact analysis related to the Project.

2. PROJECT DESCRIPTION

The proposed rail alignment and the ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at Market Street North Connection with the Metro Crenshaw Line), West Manchester Boulevard, and North Prairie Avenue (terminates at West Century Boulevard at the LASED as shown in Figure 1). The entire rail alignment and the ICS are expected to be elevated. In addition, five sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as also shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as Project Site.

3. ENVIRONMENTAL SETTING

Our knowledge of the Project Site conditions has been developed from a review of the area geology, historical information, and the referenced reports prepared by others within the Project Site vicinity. The following summarizes the regional geology, Project Site conditions, seismic setting, and the regulatory framework pertinent to geotechnical issues that may impact the Project.

3.1 Topography

The Project alignment is situated within the central portion of the City, located approximately 1.75-miles northeast of the I-105 and I-405 intersection. The proposed alignment extends along existing paved roads and adjacent to residential neighborhoods, schools, commercial and retail businesses, paved parking lots, and undeveloped lots. The Project area is relatively flat-lying, sloping gently

to the south from an elevation of approximately +150 feet Mean Sea Level (ft MSL), near the Market Street North/Metro Crenshaw Line connection, to approximately +90 ft MSL at the southern extension of the Project [Dibblee and Minch, 2007].

3.2 Regional Geology

The Project Site is located within the central portion of the Los Angeles Basin, south of the Santa Monica Mountains, near the intersection of the Peninsular Ranges and Transverse Ranges geomorphic provinces of southern California. The Peninsular Ranges province is characterized by a series of northwest trending mountains and valleys separated by faults associated with, and subparallel to, the San Andreas Fault system. These rocks were intruded by Cretaceous-age (65 million years ago [mya]) granitic basement rocks, also known as the Peninsular Ranges Batholith. The Transverse Ranges are characterized by east-west trending structural features such as the Santa Monica Mountains and the Santa Monica and Hollywood faults. The Santa Monica and Hollywood faults are considered the boundary between these two physiographic provinces.

The Los Angeles Basin is a northwest-trending alluviated lowland plane filled with thick deposits of relatively unconsolidated marine and non-marine sediments bounded by the Santa Monica Mountains to the north, the Elysian, Repetto and Puente Hills to the east, the Santa Ana Mountains and San Joaquin Hills to the south and southeast, and the Pacific Ocean to the west. The relatively flat surface of the Los Angeles Basin slopes gently south, and is interrupted by locally trending northwest alignment of low hills and mesas to the south and west that extend from Newport Beach northwest to Beverly Hills, and the Palos Verdes peninsula at the southwest extremity.

The Los Angeles Basin began forming during the Late Miocene (approximately 7.2 mya) as a result of subsidence following compressional stresses between the right-oblique Whittier and Palos Verdes fault zones, and the left-oblique Santa Monica fault system [Wright, 1991]. Sedimentary deposits within the Los Angeles Basin are estimated to range in thickness from approximately 32,000 feet to 35,000 feet within the general vicinity of the Project Site [Yerkes et al., 1965].

3.2.1 Subsurface Conditions

The Project Site subsurface conditions were observed and documented during previous geotechnical investigations performed by others within the vicinity of the Project [Geocon, 2015 and SALEM, 2016]. These explorations along with published geologic maps [Dibblee and Minch, 2007 and Saucedo et al., 2016] indicate that recent Pleistocene-age alluvium forms the surficial cover within the Project Site vicinity, often with thin localized layers of artificial fill associated with previous development activities. The anticipated geologic materials below the Project corridor are described in the following sections.

Artificial Fill

Artificial fill (af) was encountered during previous investigations within the Project Site vicinity extending up to 2 feet below ground surface (ft bgs) [Geocon, 2015] and generally consisted of brown to dark brown sandy silt and characterized as slightly moist and soft to medium stiff.

Potential fill underlying the Project alignment is likely the result of grading or construction activities associated with previous development and may vary in composition and thickness.

Alluvial Fan Deposits

As described above, geologic maps of the area (Figure 2) describe relatively small portions of the Project Site area as underlain by late Pleistocene-age alluvial fan sediments of granitic sand [Dibblee and Minch, 2007]. These alluvial fan deposits (Qae) typically consist of unconsolidated to weakly consolidated sands, silts, clays, and/or mixtures thereof (sandy silts, silty sands, etc.). These materials are generally derived from material shed off the nearby Santa Monica Mountains. The thickness of the alluvial fan deposits is likely variable along the Project alignment.

Older Alluvium

Most of the Project Site is underlain by relatively older late Pleistocene-age alluvium (Qoa). The older alluvial deposits consist of sediments that were mainly shed from the Santa Monica Mountains to the north. Composition of the older alluvial deposits primarily consists of slightly consolidated deposits of silts, clays, sands, and sandy gravel, and/or mixtures thereof (e.g., sandy silts and silty sands). Similar to the alluvial fan deposits, thickness of the older alluvium materials is likely to vary along the Project alignment, but extend to depths below anticipated development associated with the proposed Project.

3.3 Seismic Setting

The tectonic setting of the Los Angeles Basin area is dominated by right-lateral strike-slip faults with a general northwest by southeast trend as a result of the interaction between the Pacific and North American lithospheric plates. Numerous faults in southern California include “active”, “potentially active”, and “inactive” faults. Division of these major groups are based on criteria by the California Geologic Survey (CGS, formerly known as California Division of Mines and Geology, CDMG) for the Alquist-Priolo Earthquake Fault Zoning Program [Bryant and Hart, 2007]. By definition, an “active” fault is one that has had displacement within Holocene time (last 11,000 years). A “potentially active” fault has demonstrated displacement of Quaternary-age deposits (last 1.6 million years). “Inactive” faults have not exhibited displacement in the last 1.6 million years.

Faults of tectonic significance mapped in the Los Angeles region and the historical earthquake epicenters in the region are presented in Figure 3. These regional faults include the Santa Monica fault zone (SMFZ) to the north and northwest, the Newport-Inglewood fault zone (NIFZ) to the east and west, and the Cabrillo, Redondo Canyon, and Palos Verdes faults offshore to the west and southwest. Faults considered active [Bryant and Hart, 2007] and their respective distances from the Project and maximum moment magnitudes are presented in Table 1.

TABLE 1 - SIGNIFICANT SEISMIC SOURCES WITHIN 100 KM OF PROJECT

Fault or Fault Segment	Fault Type [1]	Approximate. Slip Rate (mm/yr) [2]	Dip Direction [3]	Approximate Fault Length (km) [4]	Approximate Closest Distance to Project (km) [5]	Approximate Maximum Magnitude (Mw) [6]
Newport-Inglewood (onshore)	RL	1.0	-	65	0.20	7.2
Santa Monica	O/LL, R	1.0	N	28	13	6.6
Hollywood	O/LL, R	1.0	N	17	14	6.4
Raymond	O/LL, R	1.5	N	22	21	6.8
Malibu Coast	O/LL, R	0.3	N	38	36	6.7
Redondo Canyon	R	1.0	S	12	15	6.5
Palos Verdes (Santa Monica Basin section)	RL	3.0	-	99	21	7.3
Palos Verdes (San Pedro Shelf section)	RL	3.0	-	99	21	7.3
Santa Cruz- Santa Catalina Ridge	R-RL	1.0	V	24	62	7.3
San Fernando	R	2.0	N	18	34	6.7
Sierra Madre	R	2.0	N	57	32	7.2
Verdugo	R	0.5	NE	29	22	6.9
Ventura	O/LL, R	1.0	N	20	84	6.8
San Cayetano	R	5.0	N	44	60	6.8
Simi-Santa Rosa	R	1.0	N	39	49	6.9
San Gabriel	RL	1.0	N	72	50	7.0
Whittier	RL	2.5	NE	46	31	7.0
Chino	O/RL-R	1.0	NE	28	59	6.9
Elsinore (Glen Ivy section)	RL	5.0	V	38	65	6.8
Santa Cruz Island	RL	1.0	V	69	89	7.2
Coronado Bank	RL	3.0	V	24	91	7.4
Cucamonga	R	5.0	N	28	64	7.0
San Jacinto (San Bernardino section)	RL	12.0	V	35	86	6.7
San Andreas (Mojave section)	RL	30.0	V	99	68	7.1
Cabrillo (offshore)	RL	1.0	E	10	27	6.8
East Montebello	RL	-	-	-	25	-
Oak Ridge (onshore)	R	4.0	S	49	69	7.0
Anacapa-Dume	R	3.0	N	75	39	7.5
San Diego Trough	R	-	V	-	57	-

Notes:
"-" Unspecified
1 - RL = Right Lateral Strike-Slip Fault; LL = Left Lateral Strike-Slip Fault; O/LL = Oblique Left-Lateral Fault; R = Reverse Fault
2 - Approximate Slip Rate millimeters per year (mm/yr) obtained from CGS (2003) and USGS (2008)
3 – N = North; S = South, V = Vertical, NE = Northeast, E = East
4 - Fault Length obtained from CGS (2003) and USGS (2008)
5 - Distances from Project noted are the closest distances to the surface trace or inferred projection of the fault as measured from the CDMG (1998), CGS (2003), or USGS (2008)
6 - Maximum Earthquake values reported at maximum moment magnitude by the CGS (2003) and USGS (2008)

3.3.1 Active Faults

Faults closest to the Project area that are considered "active" [Bryant and Hart, 2007] include the following:

- The Los Angeles Basin section of the NIFZ is the closest major active fault zone to the Project, with the Inglewood and Potrero fault segments located respectively at their nearest points, approximately 0.45-miles (0.75 km) east and 0.15-miles (0.25 km) west of the Project alignment (Figure 2). The NIFZ is composed of a series of discontinuous northwest trending en echelon faults extending from Ballona Gap southeast to the area offshore of Newport Beach. This zone is reflected at the surface by a line of geomorphically young anticlinal hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene-age sediments and Tertiary-age sedimentary rocks [Barrows, 1974]. Historical seismic activity (between 1977 and 1985) shows mostly strike-slip faulting with some reverse faulting along the northern segment (north of Dominguez Hills), and normal faulting along the southern segment (south of Dominguez Hills to Newport Beach) [Hauksson, 1987].
- The SMFZ is considered a continuous zone comprised of five fault segments including the Malibu Coast, Santa Monica, Hollywood, and Raymond faults, with a total length of approximately 150-miles [Dolan and Rockwell, 2000]. The SMFZ exhibits both reverse and left-lateral components of slip and is located approximately 7-miles (12 km) northwest of the Project Site (Figure 3). The SMFZ extends 25-miles from the western edge of Beverly Hills across West Los Angeles and Santa Monica to Pacific Palisades, where it trends offshore and parallels the Malibu coast near Point Dume. The SMFZ extends eastward as the Hollywood fault along the base of the Santa Monica Mountains from the West Beverly Hills Lineament in the West Hollywood-Beverly Hills area, to the Los Feliz area of Los Angeles. Although the Santa Monica and Hollywood faults are considered active, these segments have not yet been included in a State of California Special Studies Alquist-Priolo Earthquake Fault Zone (A-P Zone). The active Hollywood fault trends east-west along the southern boundary of the Santa Monica Mountains, located approximately 8.5-miles (13.5 km) north of the Project Site (Figure 3).

Other significant regional faults considered "active" which have a potential for producing large magnitude (stronger shaking) events, but lie farther away from the Project area include:

- The San Andreas strike-slip fault is located approximately 40-miles (65 km) to the northeast, along the northern edge of the San Gabriel Mountains at their contact with the Mojave Desert (Figure 3). The approximately 700-mile-long San Andreas Fault is a network of faults that collectively accommodates the majority of relative north-south motion between the North American and Pacific tectonic plates [Bryant and Matthew, 2002]. The most recent movement on the fault is estimated to be Latest Quaternary (less than 15,000 ybp) with a slip rate of 30 millimeters per year (mm/yr) [CGS, 2003] and a 100-135 year recurrence rate.

- The Whittier section of the right-lateral Elsinore fault zone is approximately 17-miles (27 km) to the east of the Project (Figure 3). The most recent movement in the fault zone is estimated to be within late Quaternary (less than 15,000 ybp) with a slip rate of 2.5 mm/yr [CGS, 2003].

3.3.2 Blind Thrust Faults

Blind thrust fault zones are considered active features that do not rupture at the ground surface. Although these features present risk by generating intense seismic shaking, their respective distances to the Project are not included in Table 1 due to the uncertainty in their vertical surface projection. Known blind thrust faults within the Project Site vicinity along with their respective slip rates and maximum moment magnitudes are described below.

3.3.2.1 Elysian Park Thrust

The Elysian Park Thrust, previously defined as the Elysian Park Fold and Thrust Belt [Hauksson, 1990], is a blind thrust fault that overlies the Los Angeles and Santa Fe Springs segments of the Puente Hills Thrust [Oskin et al., 2000 and Shaw et al., 2002]. The eastern edge of the Elysian Park Thrust is defined by the northwest-trending Whittier fault zone. The closest edge of the vertical surface projection of the Elysian Park Thrust is approximately 6-miles (10 km) northeast of the Project Site. Like other blind thrust faults in the Los Angeles area, the Elysian Park Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.3 mm/yr and a maximum moment magnitude (**M**, defined as a measurement of the size of an earthquake in terms of energy released) **M** 6.4 were estimated for the Elysian Park Thrust [CGS, 2003].

3.3.2.2 Compton-Los Alamitos Thrust

The Compton-Los Alamitos Thrust is an inferred blind thrust fault located within the south-central portion of the Los Angeles Basin. The closest edge of the vertical surface projection of the buried thrust fault is located approximately 8-miles (13 km) southwest of the Project Site. Like other blind thrust faults in the Los Angeles Area, the Compton-Los Alamitos Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.5 mm/yr and a maximum moment magnitude **M** 6.8 were estimated for the Compton-Los Alamitos Thrust [CGS, 2003].

3.3.2.3 Puente Hills Blind Thrust

The Puente Hills Blind Thrust fault (PHBT) system extends eastward from downtown Los Angeles to Brea in northern Orange County. The PHBT is comprised of three north-dipping segments overlain by folds expressed at the surface as the Coyote Hills, Santa Fe Springs Anticline, and the Montebello Hills. The PHBT exhibits an estimated average slip rate of 0.7 mm/year [CGS, 2003]. Postulated earthquake scenarios for the PHBT include a single segment rupture of a magnitude M 6.6, and a multiple segment rupture producing an earthquake of **M** 7.1. The PHBT is not exposed

at the ground surface and does not present a potential for surface fault rupture. However, based on deformation of late Quaternary age sediments above this fault system and the occurrence of the Whittier Narrows earthquake, the PHBT is considered an active fault capable of generating future earthquakes beneath the Los Angeles Basin.

3.3.3 Potentially Active Faults

Faults considered "potentially active" that are closest to the Project alignment include the following:

3.3.3.1 Overland Fault

The Overland fault located approximately 1.3-miles (2 km) southwest of the Project Site is considered potentially active. The Overland fault trends northwest between the Charnock fault and the Newport-Inglewood fault zone, extending from the northwest flank of the Baldwin Hills to Santa Monica Boulevard in the vicinity of Overland Avenue. However, there is no evidence that the fault has offset late Pleistocene or Holocene age alluvial deposits [County of Los Angeles, 1990] and is considered potentially active by the State Geologist [Jennings, 1994].

3.3.3.2 Charnock Fault

The potentially active Charnock fault is located approximately 3.8-miles (6 km) southwest of the Project Site. The Charnock fault trends northwest-southeast subparallel to the Newport-Inglewood fault zone and the Overland fault. No recent evidence suggests the fault has offset late Pleistocene or Holocene age alluvial deposits [County of Los Angeles, 1990] and is considered potentially active by the State Geologist [Jennings, 1994].

3.4 Surface Fault Rupture

Fault rupture hazard was evaluated to assess the exposure to people or structures to substantial adverse effects, including the risk of loss, injury, or death. The potential for fault surface rupture is generally considered to be significant along "active" faults and to a lesser degree along "potentially active" faults [CDMG, 1998]. Mapped active faults do not cross the Project Site and, therefore, fault rupture hazard is considered less than significant. No mitigation measures are required.

The Project does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Zoning Act [CGS, 1999]. The closest A-P Zone to the Project Site has been established for two portions of the Newport-Inglewood fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Protrero fault). Therefore, performance of a Project Site-specific fault-hazard evaluation in accordance with the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Sections 2621-2630) is not required.

3.5 Ground Shaking

The Project Site is situated within a seismically active region and will likely experience moderate to severe ground shaking in response to a large-magnitude earthquake occurring on a local or more distant active fault during the expected lifespan of the Project. The potential for significant seismically induced ground shaking in response to an earthquake occurring along a nearby active fault, such as the Newport-Inglewood fault zone, or a regional fault, such as the San Andreas fault zone, is relatively high within the Project Site area [CDMG, 1998].

The potential for strong seismic shaking is considered high; however, a geotechnical investigation will be undertaken by a qualified geologist as part of the site design. Therefore, impacts related to ground shaking would be less than significant.

3.6 Liquefaction

Seismically induced liquefaction is a phenomenon in which saturated soils lose a significant portion of their strength and acquire some mobility from seismic shaking or other large cyclic loading. The material types considered most susceptible to liquefaction are granular and low-plasticity fine grained soils which are saturated and loose to medium dense. A rapid increase in groundwater pressures (excess pore water pressures) causes the loss of soil strength.

Manifestations of soil liquefaction can include sand boils, surface settlements and tilting in level ground, lateral spreading, and global instability (flow slides) in areas of sloping ground. The impact of liquefaction on structures can include loss of bearing capacity, drag loads on deep foundations, liquefaction-induced total and differential settlement, and increased lateral and uplift pressures on buried structures. Other factors such as soil mineralogy, void ratio, overconsolidation ratio, and age are contributing factors to liquefaction susceptibility. In general, the older or denser a deposit, the less susceptible it is to liquefaction.

According to mapped liquefaction areas on the Inglewood Quadrangle [CGS, 1999], the City of Los Angeles Safety Element [1996], and the County of Los Angeles Seismic Safety Element [1990], the Project is not located within areas identified as having a potential for liquefaction. Additionally, based on a review of the regional geologic map and subsurface conditions reported in previous geotechnical investigations, and the absence of shallow groundwater, the Pleistocene-age sediments underlying the Project Site (generally dense silty sand and firm silty clay silts) are not considered prone to liquefaction. Therefore, the potential for liquefaction and its secondary effects are considered low and a Project Site-specific study in accordance with the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) is not required.

3.7 Slope Stability

Given the topographic setting and a review of previous geotechnical evaluations in the project vicinity, no historical landslides are known to exist at the Project Site or in an area that could potentially impact the Project. The Project Site is not located within an “Earthquake-Induced Landslide Zone” [CGS, 1999] and not identified as an area that has potential for permanent ground displacements. Therefore, the potential for landslides are concerned very low and seismic slope

instability mitigation in accordance with the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) is not required.

3.8 Flooding

The Federal Emergency Management Agency (FEMA) presents the flood hazard potential in the vicinity of the Project areas as part of their Flood Insurance Rate Maps. FEMA Map No. 06037C1780F, dated 26 September 2008 [FEMA, 2008], indicates that the Project Site is located in an un-shaded Zone X which is defined as "areas determined to be outside the 0.2% annual chance flood plain". Due to a lack of any reservoirs up gradient from the Project Site, flooding as a result of dam failure is not considered to be a viable hazard. Based on our review of the FEMA mapping, the geologic setting, and the Project Site elevations, the potential for flooding at the site is very low.

3.9 Other Geologic Hazards

The presence of potentially expansive clayey soil was not observed in the previous explorations performed within the proximity of the Project Site [SALEM, 2016]. Given the underlying geologic conditions within the area, typically silty to sandy soils, we do not anticipate expansive soils to be encountered within the limits of the Project Site. However, if expansive soils are encountered during the proposed grading, we recommend that these materials should be removed, mixed with non-expansive soils, or segregated and stockpiled for potential use as low permeable materials during grading. It is unlikely that expansive soil will be encountered; therefore, expansive soil does not constitute a significant hazard at the Project Site if appropriate grading practices are maintained.

Other potential geologic hazards evaluated which could possibly affect the Project Site include slope instability, floods, seiches, and tsunamis. Tsunamis are seismically induced waves generated by sudden movements of the ocean bottom during submarine earthquakes, landslides or volcanic activity. Seiches are similarly generated but are oscillating waves within bodies of water such as reservoirs, lakes or bays. The Project Site is not located within the County of Los Angeles mapped tsunami run-up zone [CGS, 2009]. Similarly, potential seiche inundation would not likely exceed the extent of tsunami run up and no significant reservoirs were identified up gradient within 10-miles from the Project Site area. Based on the physiographic setting of the Project Site, the distance to the ocean or other large water bodies, and the elevation of the Project Site, it is our opinion that the potential for flooding from seismically induced seiches and tsunamis is very low.

3.10 Groundwater

Based on a review of the Seismic Hazard Zone Report for the Inglewood Quadrangle [CDMG, 1998], the highest historical groundwater level in the area is greater than 50 ft bgs. Groundwater data provided in this document were collected between the early 1900's to the late 1990's.

According to previous investigations in the project vicinity, groundwater was not encountered within exploratory borings drilled to depths ranging from 20 to 50 ft bgs [Geocon, 2015 and SALEM, 2016]. Based on the historically high groundwater levels in the Project Site vicinity and

absence of groundwater observed during previous investigations, groundwater is neither expected to be encountered during Project construction, nor have a detrimental effect on the Project.

4. REGULATORY FRAMEWORK

The City's General Plan Safety Element policy and current City development review practices address seismic hazards under laws such as Alquist-Priolo Earthquake Fault Zoning Act, Seismic Hazard Mapping Act, Real Estate Disclosure Requirements, CEQA, Uniform Building Code and California Building Code and Unreinforced Masonry Law. Compliance with these laws and the City's seismic design standards will be required to mitigate the structural effects of seismic shaking. The City Planning & Community Development Department will enforce the seismic design provisions for Seismic Zone 4 of the California Building Code, including near-source seismic conditions.

California Public Resources Code Sections 2621-2630, the Alquist-Priolo Earthquake Fault Zoning Act, is intended to provide policies and criteria to assist cities, counties, and state agencies in the exercise of their responsibility to prohibit the location of developments and structures for human occupancy across the trace of active faults. It is applicable to any project, as defined in Section 2621.6, which is located within a delineated earthquake fault zone. As indicated in Section 3.4, the Project Site is not situated within an Alquist-Priolo Earthquake Fault Zone, and the nearest Alquist-Priolo Earthquake Fault Zones are located along portions of the Newport-Inglewood-Rose Canyon fault zone located approximately 280-feet west of the alignment along North Market Street (Inglewood fault), and approximately 2,750-feet east of the alignment from the intersection of West Manchester Boulevard and Prairie Avenue (Protrero fault).

5. SIGNIFICANCE CRITERIA

Criteria outlined in the California Environmental Quality Act (CEQA) Guidelines were used to determine the level of significance of geology, soils, and seismicity impacts. Appendix G of state CEQA Guidelines indicates that a project would have a significant effect from these impacts if it were to:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known potentially active fault (Refer to CDMG Special Publication 42 [Bryant and Hart, 2007]);
    b. Strong seismic ground shaking;
    c. Seismic-related ground failure, including liquefaction; and
    d. Landslides;
- Result in substantial soil erosion or the loss of topsoil;

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC, 1994), creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

6. POTENTIAL IMPACTS

6.1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Known Fault Rupture Zone

The Project Site is not located within an Alquist-Priolo "Earthquake Fault Zone". The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. Therefore, impacts related to fault surface rupture would be less than significant.

ii) Strong Seismic Ground Shaking

Although the Project Site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in southern California and the effects of ground shaking will be limited by proper engineering design and construction in conformance with current building codes and engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-Related Ground Failure, Including Liquefaction

The Project Site is not located within a "Liquefaction Zone" as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map [CDMG, 1998]. Therefore, impacts related to seismic related liquefaction would be less than significant.

iv) Landslides

The Project Site is not located within an "Earthquake-Induced Landslide Zone" as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map [CDMG, 1998]. Based on the topographic setting and a review of previous geotechnical evaluations in the Project vicinity, no historical landslides are known to exist that could potentially impact the Project and would not expose people or structures to potential hazards associated with slope-instability or landslides. Therefore, no impacts related to slope instability or landslides would occur.

6.2 Result in substantial soil erosion or the loss of topsoil

The Project Site is currently developed with exiting paved roads, residential neighborhoods, office buildings and parking lots. Project construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs) would control and minimize erosion and siltation. Appropriate erosion control BMPs may include, but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms and stabilized construction site entrance/exit and any other practices laid out in the City's Low-Impact Development (LID) Standards Manual. Following construction activities, runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils. Because Project implementation would include standard construction BMPs outlined in a SWPPP, impacts related to soil erosion or loss of topsoil would be less than significant.

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

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The Project does not involve the creation of new groundwater wells. Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the Project. U.S. Geological Survey (USGS) groundwater measurements indicate that groundwater in the vicinity is at least 85 feet below grade. Since the Project does not include substantial excavation or subterranean structures, groundwater would not be encountered during construction. Project design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse would be less than significant.

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

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures.

The Project would incorporate standard construction practices to maintain the integrity of the Project site and proposed structures. Additionally, Project design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant.

6.5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

7. LIMITATIONS

The professional opinions and recommendations expressed in this Report are made in accordance with generally accepted standards of practice and were based largely on source information provided by others. No other warranty is either expressed or implied. Geosyntec is responsible for the findings contained in this Report based on the data available and information relating only to the specific Project and location discussed herein. Geosyntec is not responsible for use of the information contained in this Report for purposes other than those expressly stated in this Report, namely supporting the completion of the initial study checklist. Geosyntec is not responsible for any conclusions or recommendations made by others based upon the data or conclusions contained herein unless given the opportunity to review them and concur with them in writing.

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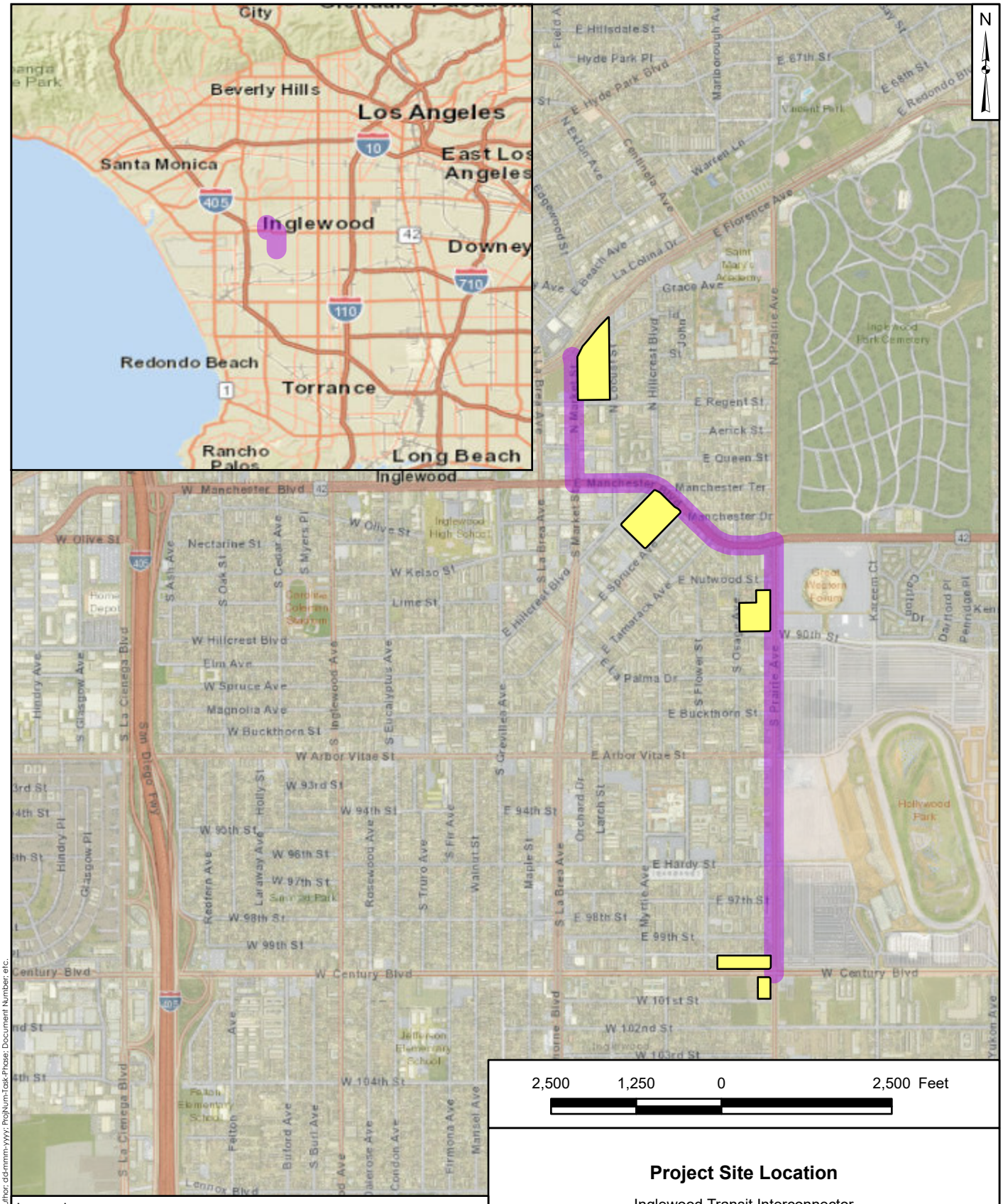
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Figure 1: Project Site Location
Figure 2: Geologic Map
Figure 3: Regional Fault and Historical Earthquake Epicenter Map

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

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Inglewood Transit Connection Alignment

Proposed Maintenance and Storage Facility Location

Fault

af
Qs
Qbs
Qa

SURFICIAL SEDIMENTS

Unconsolidated detrital sediments; generally undissected

af *Artificial cut and fill*

Qs/Qbs *Beach sand*

Qa *Alluvial gravel, sand and silt-clay, derived mostly from Santa Monica Mountains; includes gravel and sand of stream channels*

Qae
Qop
Qoa

OLDER SURFICIAL SEDIMENTS

Unconsolidated to weakly consolidated alluvial sediments, dissected where elevated; late Pleistocene age

Qae *Alluvial fan sediments of granitic sand at West Hollywood, derived from adjacent Santa Monica Mountains*

Qop *Paleosoil in Baldwin Hills (Fox Hills residual paleosoil of Weber et al. 1982), gray to rusty brown, sandy, locally pebbly, moderately indurated "hardpan" on* **Qoa**

Qoa *Older alluvium of gray to light brown pebble-gravel, sand, silt and clay derived from Santa Monica Mountains; slightly consolidated; in Baldwin Hills designated as Baldwin Hills sandy gravel by Weber et al, 1982, where it is much dissected and eroded*

Notes:

The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Geologic Base Map Source:

Dibblee, T.W., and Minch, J.A., 2007, Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-322, scale 1:24,000.

1,200 600 0 1,200 Feet

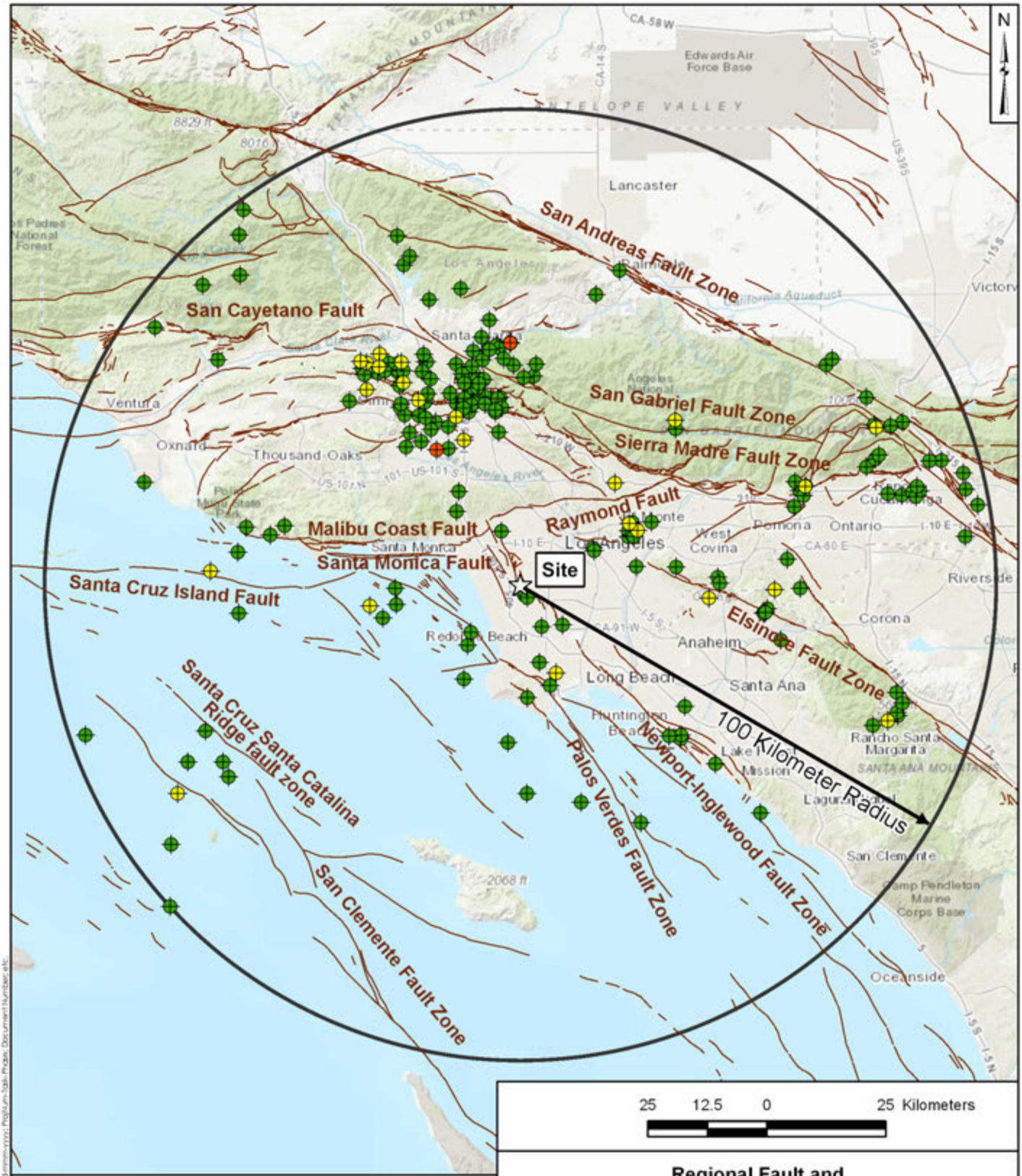
Geologic Map

Inglewood Transit Interconnector
Inglewood, California

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Figure 2



Regional Fault and Historical Earthquake Epicenter Map

Inglewood Transit Interconnector
Inglewood, California

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Figure 3

APPENDIX 4.8

Hazards and Hazardous Materials

APPENDIX 4.8.1

Hazardous Material Assessment

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3 July 2018

John Thomason
Senior Project Manager
Meridian Consultants
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Subject: **Inglewood Transit Connector**
Hazardous Material Assessment and Hazard and Hazardous Materials Technical Memorandum

Dear Mr. Thomason:

Geosyntec Consultants (Geosyntec) has prepared *Hazardous Material Assessment* and *Hazard and Hazardous Materials* technical memorandums at your request for the above referenced project and are being delivered as attachment to this letter.

Should you have any questions or need additional information please do not hesitate to contact Mital Desai (mdesai@geosyntec.com) at (626)788-4634.

Sincerely,

Mital Desai
Senior Professional

Jane Besch
Principal

Attachment A: Hazardous Material Assessment
Attachment B: Hazard and Hazardous Materials

ATTACHMENT A
Hazardous Material Assessment

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Inglewood Transit Connector
Technical Memorandum
Hazardous Material Assessment

1. INTRODUCTION

Geosyntec Consultants (Geosyntec) has prepared this Hazardous Materials Assessment (HMA) Technical Memorandum for the City of Inglewood (City) in support of planning for an automated people mover (APM) system (approximately 1.8-mile in length) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via Market Street and Manchester Boulevard in the City of Inglewood (referred to as the Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five potential Intermodal Transit Facility (ITF) and Maintenance and Storage Facilities (MSF) locations. The results of this HMA will be used in the preparation of the Hazard and Hazardous Materials study, the results of which will be included in the Project Initial Study.

2. PROJECT DESCRIPTION

The proposed rail alignment and the five ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at the Market Street North Connection with the Los Angeles Metro Crenshaw/LAX Line), West Manchester Boulevard, and North Prairie Avenue. The proposed project terminates at West Century Boulevard at the LASED mixed-use development as shown in Figure 1. The entire rail alignment and the ICS are currently planned to be elevated. In addition, five[1] sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as the Project Site.

3. SCOPE OF HMA

The scope of the HMA was limited to a desk-top review of electronic and readily- available government and regulatory agency database files for the Project Site and present the findings in this HMA Technical Memorandum. An environmental database report prepared by Environmental Database Resources, Inc. [EDR[2]] was obtained and reviewed for local, state and federal listing of the Project Site. The goal of the HMA was to perform a screening-level evaluation to identify potential subsurface (in soil and/or groundwater) environmental impacts occurring from a past, current, or potential future release of hazardous substances and/or petroleum products at the Project Site (referred to as Environmental Impact).

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[1] It is our understanding that the actual ITF/MSF facilities will be shortlisted from these five sites.
[2] Provided as Appendix A.

4. SUMMARY OF PERTINENT FINDINGS

Oil Field Related

Portions of the Project Site are located within the boundary of the Potrero Oil and Gas Field which included historic oil and gas exploration and production activities (Figure 2). Development within former oil and gas fields, such as considered for the Project Site, is a common undertaking in Los Angeles County with prescribed regulations and assessment and cleanup methods, as needed. The following describes potential oilfield-related Environmental Impacts identified for the Project Site:

- The State of California, Division of Oil, Gas, and Geothermal Resources (DOGGR) database indicates the presence of plugged oil and gas wells in the vicinity[3] of the proposed ITF/MSF Sites 2 and 3 (Figure 2). Based on the preliminary review, these wells are not located on the Project Site. If Site 2 and 3 are identified to be a location for ITF/MSF, then these wells should be evaluated in accordance with the current DOGGR regulations.
- Contaminants frequently associated with oil and gas activities include crude oil, refined petroleum products, drilling mud, metals, polychlorinated biphenyls (PCBs), pesticides and volatile organic compound (VOCs) impacts in soil and soil vapor. Potential sources for these contaminants include oil wells, well cellars, pumps, pipes, sumps, storage tanks, separators, transformers and application of petroleum products/crude oil (likely containing PCBs and pesticides) for dust/weed control. Since the Project Site areas are already developed, such on-site issues may have been addressed during its development. However, if such issues are encountered, then they will be addressed in accordance with applicable regulations.
- The subsurface conditions in the vicinity of the Project Site may also include naturally-occurring methane and hydrogen sulfide gas associated with underlying and nearby oil and gas fields. After shortlisting the locations for ITF/MSF, methane investigation/mitigation should be evaluated according to the applicable regulations.

EDR Database

The following describes specific findings for each portion of the Project Site:

- Rail alignment: The area of the alignment (Figure 1) was not found in the EDR database understandably because it is within the public ROW, therefore, Environmental Impact was not identified within this area resulting from its[4] operation.

[3] The DOGGR database acknowledges oil and gas well locations are approximate, thus an accurate determination of the well locations is needed to assess whether an abandoned oil well is located within the Project Site.
[4] However, there is a potential for Environmental Impacts from off-site sources.

- Site 1 (200 to 270[5] North Market Street, 330 East Florence Avenue): This facility (under various business names) was found in multiple databases that indicate its former use as gas station/automobile repair and dry cleaner operations. Site 1 was identified in the EDR Exclusive Historical Auto Stations (EDR Hist Auto) and EDR Exclusive Historical Dry Cleaners (EDR Hist Cleaner) lists. It was further found in databases such as Resource Conservation and Recovery Act (RCRA) Small Quantity Generator[6] (SQG), Facility Index System/Facility Registry System (FINDS[7]), and Enforcement and Compliance History information (ECHO) indicating generation and disposal of hazardous material. A CVS store is currently located at this location and is listed as a RCRA Large Quantity Generator[8] (LQG) that generates alkaline and acidic solutions, other inorganic solid waste, unspecific solvent mixture, pharmaceutical waste, ignitable waste, chromium, mercury, selenium, m-cresol, nicotine, 2-propanone, acetone, cyclohexane, lindane, selenium sulfide and various other organic chemicals. The site previous uses as a dry cleaner and a gas station may have caused Environmental Impact. Further the hazardous waste storage area(s) of the current CVS may also have caused an Environmental Impact.
- Site 2 (500 and 510 East Manchester Boulevard): This facility currently operates as Vons supermarket that also includes Vons Fuel Station # 2502 in addition to other amenities. This facility was listed in the Underground Storage Tank (UST) database. This facility is also a former Sears Auto Center and was found on the Leaking Underground Storage Tank (LUST) and Hazardous Waste & Substances Site List (HIST CORTESE[9]) database and has been reported to have a gasoline release in soil that was discovered during tank closure activities in 1987. The case was reportedly closed by the Los Angeles Region, Regional Water Quality Control Board (LARWQCB) in 1996. Other documentation describing the release, investigation and remediation was not available. This facility is also listed in FINDS, LOS ANGELES CO. HMS[10], Facility and Manifest Data (HAZNET, for disposal of organic and inorganic solid waste), California Hazardous Material Incident Report System (CHMIRS, for an accidental customer release of gasoline), RCRA SQG, Statewide

[5] Even numbers only.
[6] generates more than 100 and less than 1000 kg of hazardous waste during any calendar month; or generates less than 1 kg of acutely hazardous waste during any calendar month.
[7] This database supports the RCRA program through the tracking of events and activities related to facilities that generate, transport and treat, store, or dispose of hazardous waste.
[8] generates 1,000 kg or more of hazardous waste during calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month.
[9] The sites in this list are designated by the State Water Resource Control board [i.e. LUST sites], the Integrated Waste Board [i.e. active, closed and inactive landfills, SWF/LF], and the Department of Toxic Substances Control [i.e. sites contain potential or confirmed hazardous substance release, CALSITES]. This listing is no longer updated by the state agencies.
[10] A listing from Los Angeles County, Department of Public Works for sites that generate industrial waste and UST sites.

Environmental Evaluation and Planning System UST (SWEEPS UST[11]), Historical Substance Storage Container (HIST UST[12], for storing waste oil), FINDS and ECHO. Its current operation as a gas station may have caused an Environmental Impact.

- Site 3 (501 South Prairie Avenue): This facility was not found in EDR databases therefore; Environmental Impact was not identified within Site 3 resulting from its[13] operation.
- Site 4 (4015 West Century Boulevard, 4055 West Century Boulevard): A portion of the facility is currently operated as an auto shop and a Chevron gas station and was found in databases such as UST, RCRA LQG (for disposal of ignitable waste, benzene), FINDS, and ECHO. The facility is also found in the EDR Hist Auto database for presence of a gas station/automotive repair shop in the past. The site operation (both historical and current) as a gas station/automotive repair shop may have caused an Environmental Impact.
- Site 5 (10023 S. Prairie Ave., 4000 W. Century Blvd): This facility was found on HIST CORTESE, SWEEP UST, LOS ANGELES Co. HMS., Facility Inventory Database (CA FID UST) as well as LUST (under the business of former UNOCAL # 5050 station) where gasoline had potentially contaminated the groundwater. The case was closed by the LARWQCB in 1996. This site was also found in EDR Hist Cleaners, EDR Hist Auto, and HIST UST databases. The site operation as a dry cleaner and gas station (the exact location of the operation is unknown) may also have caused an Environmental Impact.

5. SUMMARY

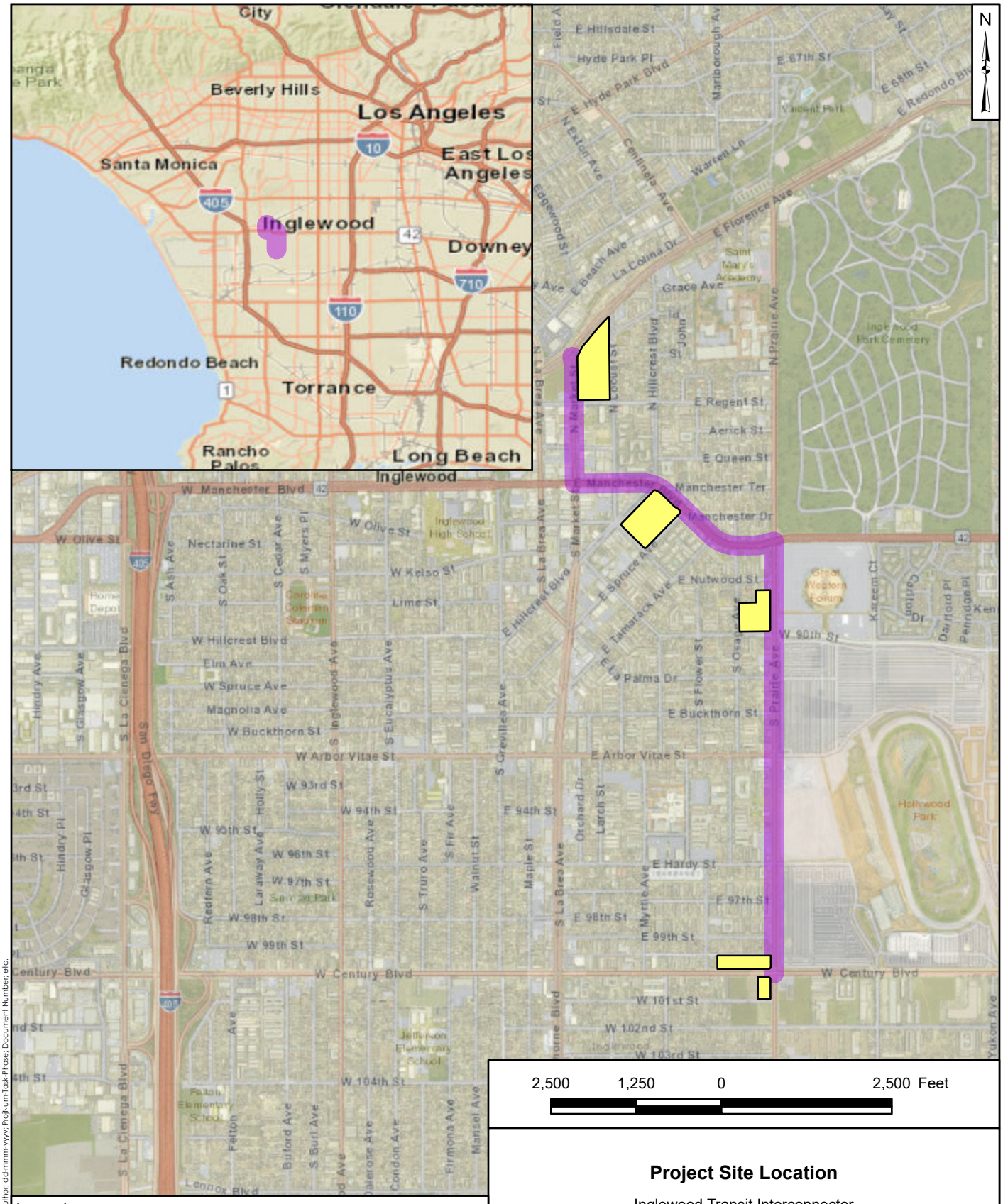
Geosyntec has performed the HMA in accordance with the approved scope discussed in Section 3 and found a number of issues that has the potential to cause an Environmental Impact to the Project Site. These issues are limited to MSF/ITF potential locations; no issues exist within the rail alignment itself. These issues would be further evaluated/addressed in accordance with industry standard and applicable local, state and federal regulations once the MSF/ITF locations are determined.

Figure 1: Project Site Location
Figure 2: Project Site Layout

Appendix A: EDR Report

[11] This listing is no longer maintained.
[12] This database contains a list of historical UST sites.
[13] However, there is a potential for Environmental Impacts from off-site sources.

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

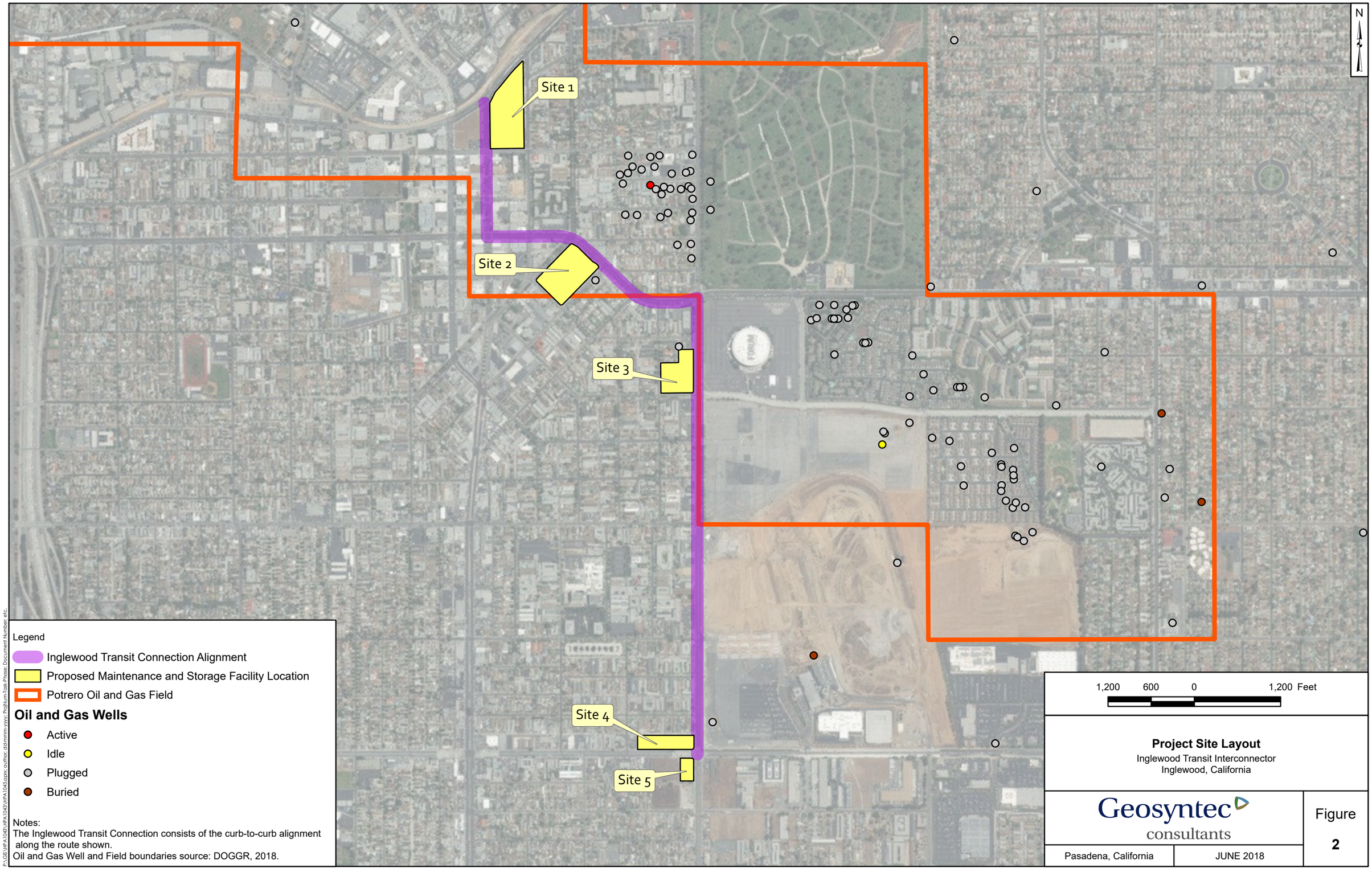
Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

P:\GIS\HPA1043\HPA1043.aprx; author: dd-mmm-yyyy; ProjNum-Task-Phase; Document Number; etc.



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location
- Potrero Oil and Gas Field

Oil and Gas Wells

- Active
- Idle
- Plugged
- Buried

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.
Oil and Gas Well and Field boundaries source: DOGGR, 2018.

Project Site Layout
Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 2

P:\GIS\HPA\1043\HPA1043.aprx; author: dd-mmm-yyyy; ProjNum-Task-Phase; Document Number; etc.

Appendix

Inglewood Transit Interconnector
Manchester Blvd/Prairie Ave
Inglewood, CA 90301

Inquiry Number: 5328772.2s
June 11, 2018

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Detail Map	3
Map Findings Summary	4
Map Findings	8
Orphan Summary	403
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
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Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

COORDINATES

Latitude (North):	33.9597900 - 33° 57' 35.24''
Longitude (West):	118.3440190 - 118° 20' 38.46''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	375817.2
UTM Y (Meters):	3758317.0
Elevation:	155 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640440 INGLEWOOD, CA
Version Date:	2012
West Map:	5640438 VENICE, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	CARRIAGE CLEANER, SU	246 N. MARKET ST.	EMI	Lower	1 ft.
A2	SENILK INC	246 N MARKET	EDR Hist Cleaner	Lower	1 ft.
A3	CARRIAGE CLEANER	246 N MARKET ST	DRYCLEANERS	Lower	1 ft.
A4	SUTTON GEO M	227-261 N MARKET	EDR Hist Auto	Lower	1 ft.
A5	APPLE ONE HOUR PHOTO	228 N MARKET ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1 ft.
B6	CARR P C	166 N MARKET	EDR Hist Cleaner	Lower	1 ft.
A7	STANDARD STATIONS IN	235 N MARKET	EDR Hist Auto	Lower	1 ft.
A8	CARRIAGE CLEANERS	246 N MARKET BLVD	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
A9	CARRIAGE CLEANER	246 N MARKET ST	DRYCLEANERS	Lower	1 ft.
A10	CARRIAGE CLEANERS	246 N MARKET ST	DRYCLEANERS, EMI	Lower	1 ft.
A11	WALKER A L	232 N MARKET ST	EDR Hist Auto	Lower	1 ft.
C12	BRUNO'S	450 E MANCHESTER BLV	SWEEPS UST	Lower	1 ft.
D13	VONS FUEL STATION 25	510 E MANCHESTER BLV	HAZNET, LOS ANGELES CO. HMS	Lower	1 ft.
E14	LECESSE NICK	830 E MANCHESTER BLV	EDR Hist Auto	Lower	1 ft.
C15		SOUTH LOCUST STREET	CHMIRS	Lower	1 ft.
C16	INGLEWOOD HEALTHCARE	100 S HILLCREST BLVD	HAZNET	Lower	1 ft.
C17	INSTANT PRINT OF ING	425 E MANCHESTER BLV	FINDS	Lower	1 ft.
D18		510 EAST MANCHESTER	CHMIRS	Lower	1 ft.
F19	WILSON S DICK CLEANE	144 S MARKET	EDR Hist Cleaner	Lower	1 ft.
F20	THE NEW WORLD	155 SO MARKET ST	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
D21	VONS FUEL CENTER #25	510 E MANCHESTER BLV	UST	Lower	1 ft.
D22	VONS FUEL CENTER - I	510 E MANCHESTER BLV	FINDS	Lower	1 ft.
D23	SEARS AUTO CENTER (F	500 MANCHESTER BLVD	LUST, HIST CORTESE	Lower	1 ft.
G24	HOLLYWOOD PARK	1050 PRAIRIE AVE	ICIS	Lower	1 ft.
H25	HOLLYWOOD PARK OPERA	1050 S PRAIRIE AV	EMI	Lower	1 ft.
G26	HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	RCRA-LQG	Lower	1 ft.
H27	HOLLYWOOD PARK	1050 S PRAIRIE AVE	US AIRS, FINDS, ECHO	Lower	1 ft.
I28	HOLLYWOOD PARK MIXED	NORTHEAST CORNER OF	CIWQS	Lower	1 ft.
J29	HI-TECH CLEANERS	911 S PRAIRIE AVE	DRYCLEANERS, EMI	Lower	1 ft.
K30	HOLLYWOOD PARK	1150 PRAIRIE AVE	HIST FTTS	Lower	1 ft.
H31	HOLLYWOOD PARK	1050 N PRAIRIE AVE	SWEEPS UST	Lower	1 ft.
L32	PRESTIGE AUTO REPAIR	1201 S PRAIRIE AVE	HAZNET, LOS ANGELES CO. HMS	Lower	1 ft.
H33	SOUTHERN CAL EQUINE	1050 PRAIRIE AVE	HAZNET	Lower	1 ft.
H34	HOLLYWOOD PARK RACE	1050 S PRAIRIE AVE	CPS-SLIC, UST, BROWNFIELDS, HIST UST, DRYCLEANERS,.	Lower	1 ft.
I35		CENTURY BLVD/PRAIRIE	CHMIRS	Lower	1 ft.
L36	PRO TIRES	1201 S PRAIRIE AVE	EDR Hist Auto	Lower	1 ft.
G37	HOLLYWOOD PARK OPERA	1050 S PRAIRIE AVE	DRYCLEANERS	Lower	1 ft.
G38	1050 S PRAIRIE AVE	1050 S PRAIRIE AVE	CIWQS	Lower	1 ft.
J39	HI TECH CLEANERS	911 S PRAIRISE	RCRA-SQG, FINDS, ECHO	Lower	1 ft.

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
H40	HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	HIST FTTS	Lower	1 ft.
H41	HOLLYWOOD PARK OPERA	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
G42	CHURCHILL DOWNS CA	1050 S PRAIRIE AVE	CIWQS	Lower	1 ft.
H43		1050 S. PRAIRIE AVEN	CHMIRS	Lower	1 ft.
K44	HOLLYWOOD PARK	1150 PRAIRIE AVE	FTTS	Lower	1 ft.
L45	SAM SCHWARTZ PRAIRE	1201 S PRAIRE AVE	SWEEPS UST	Lower	1 ft.
H46	HOLLYWOOD PARK	1050 S PRAIRIE AVE	LOS ANGELES CO. HMS, WDS	Lower	1 ft.
J47	HI-TECH CLEANERS #2	911 S PRAIRIE AVE	HAZNET	Lower	1 ft.
H48	CHURCHILL DOWNS CALI	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
J49	HI-TECH CLEANERS	911 S PRAIRIE AVE	EDR Hist Cleaner	Lower	1 ft.
G50	HOLLYWOOD PARK	1050 PRAIRIE	CIWQS	Lower	1 ft.
H51	HOLLYWOOD PARK RACET	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
J52	HI-TECH CLEANERS #2	911 S PRAIRIE AVE	DRYCLEANERS, HAZNET	Lower	1 ft.
J53	JC YEPEZ	911 S. PRAIRIE, AVE	DRYCLEANERS	Lower	1 ft.
H54	CHURCHILL DOWNS CALI	1050 S PRAIRIE AVE	EMI	Lower	1 ft.
H55	HOLLYWOOD PARK	1050 SOUTH PRAIRIE A	ENF, CIWQS	Lower	1 ft.
H56	BP PIPELINES & LOGIS	1050 S PRAIRIE AVE	HAZNET	Lower	1 ft.
J57	7-ELEVEN INC. STORE	913 S PRAIRIE AVE	FINDS	Lower	1 ft.
G58	HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	RCRA-LQG	Lower	1 ft.
H59	HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	FTTS	Lower	1 ft.
K60	TRI-STATE GASOLINE	1205 S PRAIRIE	EDR Hist Auto	Lower	10, 0.002, South
G61	NORGE TOWN/COTTON CL	1041 S PRAIRIE AVE #	DRYCLEANERS	Lower	11, 0.002, South
G62	NORGETOWN PLAZA CLEA	1041 S PRAIRIE AVE	EDR Hist Cleaner	Lower	11, 0.002, South
G63	BEST WESTERN EQUIPME	1041 S PRAIRIE AVE #	RCRA NonGen / NLR, FINDS, ECHO	Lower	11, 0.002, South
G64	NORGESTOWN CLEANERS	1041 S PRAIRIE AVE #	DRYCLEANERS	Lower	11, 0.002, South
G65	NORGE TOWN PLAZZA CL	1041 S PRAIRIE AVE #	DRYCLEANERS	Lower	11, 0.002, South
G66	NEAL C R	1055 S PRAIRIE AV	EDR Hist Auto	Lower	11, 0.002, South
M67	BOUTIQUE	338 EAST MANCHESTER	SWEEPS UST, HIST UST	Lower	11, 0.002, WNW
M68	FOSTER BROS	356 E MANCHESTER B	EDR Hist Auto	Lower	11, 0.002, WNW
M69	MILLER BENJ	310 E MANCHESTER A	EDR Hist Cleaner	Lower	12, 0.002, WNW
B70	COMISTACI PAUL	136 N MARKET	EDR Hist Cleaner	Lower	15, 0.003, WNW
B71	ADLER FRANK R CO	204 N MARKET	EDR Hist Auto	Lower	21, 0.004, NW
F72	KELLER T D	203 S MARKET	EDR Hist Auto	Lower	22, 0.004, WNW
F73	COURY S A	203 S MARKET	EDR Hist Cleaner	Lower	22, 0.004, WNW
N74	QUIK N SPLIT	601 S PRAIRIE AVE	UST, LOS ANGELES CO. HMS	Lower	25, 0.005, South
N75	QUICK AND SPLIT JR M	601 S PRAIRIE	HIST UST	Lower	25, 0.005, South
N76	QUIK N SPLIT	601 S PRAIRE AVE	SWEEPS UST	Lower	25, 0.005, South
N77	MILES KOYNE L	601 S PRAIRIE	EDR Hist Auto	Lower	25, 0.005, South
O78	STANDARD OIL CO	100 N MARKET ST	EDR Hist Auto	Lower	26, 0.005, WNW

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
J79	SUPER LAUNDRY	837 S PRAIRIE AVE	EDR Hist Cleaner	Lower	26, 0.005, South
C80	RUSS MOBIL SERVICE	400 E MANCHESTER BLV	EDR Hist Auto	Lower	26, 0.005, WNW
D81	SIMONS MINI MARKET	501 E MANCHESTER BLV	LUST, UST, SWEEPS UST, HIST UST, ENF, HAZNET, HIST...	Lower	27, 0.005, WNW
D82	TARMO & LA ROSA TEXA	501 E MANCHESTER BLV	EDR Hist Auto	Lower	27, 0.005, WNW
C83	STANLEY W M	420 E MANCHESTER B	EDR Hist Auto	Lower	31, 0.006, WNW
N84	AIRPORT PARK HOTEL F	600 PRAIRIE AVE S	LUST	Lower	34, 0.006, South
N85	PINCAY RE LLC	600 S PRAIRIE	RCRA-LQG	Lower	34, 0.006, South
N86	PINCAY 60-ACRE PROPE	600 S PRAIRIE AVE	UST	Lower	34, 0.006, South
F87	KELLER T D	201 S MARKET LN	EDR Hist Auto	Lower	42, 0.008, WNW
P88	REGAL CLEANERS	700 E MANCHESTER	DRYCLEANERS	Lower	43, 0.008, West
P89	REGAL CLEANERS	700 E MANCHESTER BLV	DRYCLEANERS	Lower	43, 0.008, West
P90	REGAL CLEANERS	700 E MANCHESTER BLV	EDR Hist Cleaner	Lower	43, 0.008, West
D91	VONS 502	500 E MANCHESTER BLV	RCRA-SQG, SWEEPS UST, HIST UST, FINDS, ECHO	Lower	43, 0.008, WNW
D92	2502 VONS A SAFEWAY	500 E MANCHESTER BLV	UST	Lower	43, 0.008, WNW
F93	WISE TIRE CO	200 S MARKET	EDR Hist Auto	Lower	45, 0.009, WNW
I94	UNOCAL #5050 (FORMER	4000 CENTURY BLVD W	LUST, SWEEPS UST, CA FID UST, HIST CORTESE, LOS...	Lower	46, 0.009, South
I95	COIN LAUNDRY	10023 S PRAIRIE AVE	EDR Hist Cleaner	Lower	46, 0.009, South
B96	BENTON N T	303 E REGENT ST	EDR Hist Auto	Lower	53, 0.010, NW
E97	STANDARD STATIONS IN	831 E MANCHESTER BLV	EDR Hist Auto	Higher	53, 0.010, NW
B98	BENDON I G	304 E REGENT	EDR Hist Auto	Lower	54, 0.010, NW
O99	INGLEWOOD DYE WORKS	112 N MARKET	EDR Hist Cleaner	Lower	66, 0.013, WNW
F100	HONAKER NASH MOTOR C	223 S MARKET	EDR Hist Auto	Lower	68, 0.013, WNW
C101	GILES D I	206 S LOCUST	EDR Hist Auto	Lower	80, 0.015, WNW
B102	MOORE R L	205 N MARKET	EDR Hist Cleaner	Lower	82, 0.016, NW
A103	TRINITY BUILDING - E	301 FLORENCE	CPS-SLIC	Lower	89, 0.017, NW
F104	STADLER R J	216 S MARKET	EDR Hist Auto	Lower	106, 0.020, WNW
J105	TONY'S MOBIL SERVICE	901 S PRAIRIE	EDR Hist Auto	Lower	114, 0.022, South
O106	BENDON I G	304 E QUEEN	EDR Hist Auto	Lower	118, 0.022, WNW
I107	CHEVRON 206907	4015 W CENTURY BLVD.	RCRA-LQG, FINDS, ECHO	Lower	127, 0.024, South
I108	CHEVRON STATIONS INC	4015 W CENTURY BLVD	EDR Hist Auto	Lower	127, 0.024, South
I109	CHEVRON USA SS 20690	4015 W CENTURY BLVD	UST	Lower	127, 0.024, South
O110	RED CAP CLEANERS AND	306 E QUEEN	EDR Hist Cleaner	Lower	129, 0.024, WNW
O111	COURY S A	308 E QUEEN	EDR Hist Cleaner	Lower	140, 0.027, WNW
Q112	DIAGNOSTIC IMAGING C	110 S LA BREA AVE ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	168, 0.032, WNW
R113	WILSON GO GET EM	225 S MARKET	EDR Hist Cleaner	Lower	181, 0.034, WNW
F114	COURY SAML	231 E MANCHESTER A	EDR Hist Cleaner	Lower	184, 0.035, WNW
I115	SERVICE STATION 5050	4000 W CENTURY BLVD	HIST UST	Lower	188, 0.036, South
I116	YOONS UNION SERVICE	4000 W CENTURY BLVD	EDR Hist Auto	Lower	188, 0.036, South
C117	FIRESTONE STORE 2735	401 EAST HILLCREST	HIST UST	Lower	214, 0.041, WNW

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
O118	GIL'S CLEANERS	312 E QUEEN	EDR Hist Cleaner	Lower	247, 0.047, WNW
O119	GIL'S CLEANERS	312 E QUEEN ST	DRYCLEANERS	Lower	247, 0.047, WNW
S120	YOUNG N W	215 E REGENT	EDR Hist Cleaner	Lower	251, 0.048, WNW
S121	BUFFINGTON PONTIAC C	204 N LA BREA AV	EDR Hist Auto	Lower	251, 0.048, NW
S122	INGLEWOOD SERVICE GA	214 N LA BREA AV	EDR Hist Auto	Lower	251, 0.048, NW
R123	BAUM C L	202 E MANCHESTER B	EDR Hist Auto	Lower	253, 0.048, WNW
124	AFTON FRANK H CO	240 N MARKET	EDR Hist Auto	Higher	284, 0.054, NW
O125	THOMPSON ANNA MRS	341 E QUEEN	EDR Hist Cleaner	Lower	305, 0.058, WNW
T126	CVS PHARMACY #9578	3120 IMPERIAL HIGHWA	RCRA-LQG	Lower	307, 0.058, WNW
U127	LOS ANGELES AIRPORT	25R S LOCUST ST	UST	Lower	307, 0.058, WNW
V128	FUJITA CORPORATION	230 LA BREA AVE. N.	LUST	Lower	312, 0.059, NW
T129	THE NEW WORLD JEWELE	170 S LABREA AVE	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	318, 0.060, WNW
130	CVS PHARMACY #8837	222 NORTH MARKET STR	RCRA-LQG	Higher	319, 0.060, NW
S131	UNION OIL SERVICE	220 N LA BREA AVE	EDR Hist Auto	Lower	325, 0.062, NW
W132	MTA	317 FLORENCE AVE E	LUST	Lower	330, 0.062, NW
W133	LA COUNTY METROPOLIT	317 E FLORENCE AVE	UST	Lower	330, 0.062, NW
U134	GINTER M G	424 E QUEEN	EDR Hist Cleaner	Lower	334, 0.063, WNW
Q135	DELUXE CLEANERS & DY	104 S LA BREA AVE	EDR Hist Cleaner	Lower	347, 0.066, WNW
S136	LONG E W	208 N LA BREA	EDR Hist Auto	Lower	354, 0.067, NW
S137	BUFFINGTON MOTORS	200 N LABREA AVE	RCRA-SQG, FINDS, ECHO	Lower	358, 0.068, WNW
S138	FORMERLY JIM LYNCH C	200 N LA BREA	CA FID UST	Lower	358, 0.068, WNW
S139	INGLEWOOD REDEVELOPM	200 N LA BREA AVE	UST, LOS ANGELES CO. HMS	Lower	358, 0.068, WNW
U140	EMPTY LOT	111 N LOCUST ST	UST	Lower	368, 0.070, NW
U141	SENIOR CENTER SITE	111 N LOCUST ST	UST	Lower	368, 0.070, NW
V142	WALGREENS #6413	230 N LA BREA AVE	RCRA-CESQG	Lower	372, 0.070, NW
S143	RPM CLEANERS	212 E REGENT	EDR Hist Cleaner	Lower	380, 0.072, WNW
X144	GRAY'S LAUNDERALL	146 1/2 N LA BREA AV	EDR Hist Cleaner	Lower	383, 0.073, WNW
Y145	INDIA RUG CLEANERS	253 N LA BREA AVE	EDR Hist Cleaner	Lower	401, 0.076, NW
T146	DURYER'S SHELL SERVI	201 S LA BREA	EDR Hist Auto	Lower	427, 0.081, WNW
Y147	BUSY BEE QUICK SERVI	106 W FLORENCE AVE	EDR Hist Auto	Lower	434, 0.082, NW
R148	WEARING E C	304 NUTWOOD	EDR Hist Auto	Lower	452, 0.086, West
Y149	ANTHONYS PAINT AND B	259 N LA BREA	RCRA-SQG	Lower	465, 0.088, NW
W150	HONGS SHELL SERVICE	330 E FLORENCE AVE	EDR Hist Auto	Higher	477, 0.090, NW
X151	SOUTHERN CALIFORNIA	111 NORTH LABREA AVE	RCRA NonGen / NLR, FINDS, ECHO	Lower	482, 0.091, WNW
V152	KLEIN C W	250 N LA BREA AV	EDR Hist Auto	Lower	488, 0.092, NW
Z153	PRO LAB	300 S MARKET ST	RCRA-SQG	Lower	489, 0.093, West
Z154	FOTJCH JAMLB RP	300 S MARKET ST	EDR Hist Auto	Lower	489, 0.093, West
Z155	PROLAB 1 HOUR PHOTO	300 S MARKET ST	RCRA-SQG, FINDS, ECHO	Lower	489, 0.093, West
Z156	MODE CLEANERS & DYER	300 S MARKET	EDR Hist Cleaner	Lower	489, 0.093, West

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
T157	CONCORD CLEANERS	113 E MANCHESTER BLV	EDR Hist Cleaner	Lower	499, 0.095, WNW
T158	FAMILY CLEANERS	113 E MANCHESTER	FINDS, ECHO, DRYCLEANERS	Lower	499, 0.095, WNW
T159	CONCORD CLEANERS	113 E MANCHESTER	RCRA-SQG	Lower	499, 0.095, WNW
T160	CONCORD CLEANERS, FA	113 E MANCHESTER	DRYCLEANERS	Lower	499, 0.095, WNW
T161	FAMILY CLEANERS, CHO	113 E MANCHESTER	DRYCLEANERS	Lower	499, 0.095, WNW
V162	GARDNER W H	270 N LA BREA AV	EDR Hist Auto	Lower	511, 0.097, NW
AA163	EVER SOFT DRY CLEANE	218 E NUTWOOD ST	EDR Hist Cleaner	Lower	516, 0.098, West
AA164	EVERSOFT DRY CLEANER	218 E NUTWOOD ST	DRYCLEANERS	Lower	516, 0.098, West
AA165	EVERSOFT DRY CLEANER	218 E NUTWOOD AVE	DRYCLEANERS	Lower	516, 0.098, West
AB166	SPARLING BUICK	217 N LA BREA AVE	SWEEPS UST, HAZNET, LOS ANGELES CO. HMS	Lower	530, 0.100, WNW
AB167	SPARLING G F	217 N LA BREA AV	EDR Hist Auto	Lower	530, 0.100, WNW
168	AMERICAN AUTOMOTIVE	4055 W CENTURY BLVD	EDR Hist Auto	Lower	532, 0.101, South
T169	WOWSJ MART	145 E MANCHESTER BLV	RCRA NonGen / NLR, FINDS, ECHO	Lower	546, 0.103, WNW
T170	UNION OIL SERVICE ST	145 E MANCHESTER BLV	HIST UST	Lower	546, 0.103, WNW
T171	SAMHANS MART VALERO	145 E MANCHESTER BLV	SWEEPS UST, HIST UST, LOS ANGELES CO. HMS	Lower	546, 0.103, WNW
T172	DICKS UNION SERVICE	145 E MANCHESTER	EDR Hist Auto	Lower	546, 0.103, WNW
T173	LIM'S TEXACO	145 E MANCHESTER BLV	UST, LOS ANGELES CO. HMS	Lower	546, 0.103, WNW
174	DELKAY PLASTICS CORP	200 E BEACH AVE	SEMS-ARCHIVE	Lower	565, 0.107, NW
Z175	WALKER 0 B	320 S MARKET	EDR Hist Auto	Lower	575, 0.109, West
AA176	PACIFIC BELL IGWDCA0	301 S LA BREA AVE	UST, SWEEPS UST, LOS ANGELES CO. HMS	Lower	588, 0.111, West
AA177	PACIFIC BELL	301 S LA BREA	RCRA-SQG, HIST UST, FINDS, ECHO, EMI, HAZNET	Lower	588, 0.111, West
AA178	PACIFIC BELL (A2-104	301 S LABREA	HIST UST	Lower	588, 0.111, West
AA179	J P CLEANERS, JOSE D	253 S LA BREA AVE	DRYCLEANERS	Lower	595, 0.113, West
AA180	PARK LANE CLEANERS	253 S LA BREA	DRYCLEANERS	Lower	595, 0.113, West
AA181	PARK LANE CLEANERS	253 S LA BREA AVE	DRYCLEANERS	Lower	595, 0.113, West
AA182	JP CLEANERS	253 S LA BREA AVE	DRYCLEANERS	Lower	595, 0.113, West
AA183	JB CLEANERS	253 S LA BREA AVE	EDR Hist Cleaner	Lower	595, 0.113, West
AC184	THE FORUM	3900 MANCHESTER BLVD	LUST	Lower	617, 0.117, SE
AC185	GREAT WESTERN FORUM	3900 W MANCHESTER BL	UST, LOS ANGELES CO. HMS	Lower	617, 0.117, SE
AC186	CALIFORNIA SPORTS IN	3900 W MANCHESTER BL	LUST, SWEEPS UST, CA FID UST, EMI, HIST CORTESE,...	Lower	617, 0.117, SE
Z187	DAGGETT H A	310 S MARKET LN	EDR Hist Auto	Lower	620, 0.117, West
188	NEMOY JACOB	104 E QUEEN	EDR Hist Cleaner	Lower	624, 0.118, WNW
Z189	FETSCH L N	312 S MARKET	EDR Hist Cleaner	Lower	625, 0.118, West
AD190	DELGADOS AUTOMOTIVE	300 N LA BREA	RCRA-SQG, HAULERS, FINDS, ECHO, HAZNET	Lower	647, 0.123, NW
AD191	DELGADOS AUTOMOTIVE	300 N LA BREA	EDR Hist Auto	Lower	647, 0.123, NW
Z192	PITSTOP AUTO REPAIR	309 E HILLCREST BLVD	EDR Hist Auto	Lower	648, 0.123, West
AE193	DUKES AUTOMOTIVE SER	10223 S PRAIRIE AVE	EDR Hist Auto	Lower	654, 0.124, South
AE194	NONE	10223 S PRAIRIE	SWEEPS UST, HIST UST	Lower	654, 0.124, South
Z195	FETSCH L N	324 S MARKET	EDR Hist Cleaner	Lower	657, 0.124, West

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
AF196	UNOCAL #1923	145 MANCHESTER BLVD	LUST, HIST CORTESE	Lower	686, 0.130, WNW
AA197	SPARKLING CLEANERS	320 S LA BREA AVE	CA FID UST, DRYCLEANERS, EMI, LOS ANGELES CO. HMS	Lower	692, 0.131, West
198	USPS HILLCREST STATI	300 E HILLCREST BLVD	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	743, 0.141, West
AB199	INGLEWOOD COURTS	1 E REGENT ST	HIST UST	Lower	774, 0.147, WNW
AG200	HALLMARK MOTORS INC	124 W BEACH	RCRA-SQG, FINDS, ECHO	Lower	783, 0.148, NW
AG201	AIRPORT GROUND TRANS	124 W BEACH AVE SEC	RCRA-SQG, FINDS	Lower	783, 0.148, NW
AD202	DICKS AUTO REPAIR	311 N LA BREA AVE	RCRA-SQG, FINDS, ECHO	Lower	786, 0.149, NW
AG203	B AND H TOW	150 W IVY	RCRA-SQG, FINDS, ECHO	Lower	855, 0.162, NW
AG204	B AND H INGLEWOOD TO	150 W IVY	HIST UST	Lower	855, 0.162, NW
AD205	INGLEWOOD CAR WASH	320 N LA BREA AVE	LUST, SWEEPS UST, HIST UST, HIST CORTESE, LOS...	Lower	891, 0.169, NW
AD206	INGLEWOOD CAR WASH	320 LA BREA AVE N	LUST	Lower	891, 0.169, NW
AF207	INGLEWOOD CITY CS	1 MANCHESTER BOULEVA	SWEEPS UST, EMI, ENF, CIWQS	Lower	895, 0.170, WNW
AF208	CITY OF INGLEWOOD-CI	1 W MANCHESTER BLVD	UST	Lower	895, 0.170, WNW
AF209	CITY HALL	ONE MANCHESTER BOULE	HIST UST	Lower	895, 0.170, WNW
AF210	INGLEWOOD HIGH SCHOO	231 S GREVILLEA AVE	RCRA-SQG, ENVIROSTOR, SCH, FINDS, ECHO	Lower	916, 0.173, West
211	CROZIER MIDDLE SCHOO	151 NORTH GREVILLEA	ENVIROSTOR, SCH	Lower	945, 0.179, WNW
AH212	THE FORUM	3900 WEST MANCHESTER	HIST UST	Higher	987, 0.187, East
AH213	THE FORUM	3900 W MANCHESTER BL	HIST UST	Higher	987, 0.187, East
AH214	THE FORUM	3900 WEST MANCHESTER	HIST UST	Higher	987, 0.187, East
AH215	THE FORUM	3900 W MANCHESTER BL	HIST UST	Higher	987, 0.187, East
AI216	QUALITY BUSINESS MAC	233 E HILCREST BLVD	RCRA-SQG, FINDS, ECHO	Lower	1024, 0.194, West
AJ217	MAINTENANCE DEPARTME	416 EDGEWOOD ST	HIST UST	Lower	1057, 0.200, NW
AJ218	INGLEWOOD USD MAINTE	416 N EDGEWOOD ST	HIST UST, HAZNET	Lower	1057, 0.200, NW
219	SUPREME PLATING	330 E BEACH AVE	RCRA-SQG, ENVIROSTOR, FINDS, ECHO	Lower	1097, 0.208, NNW
220	LA COUNTY METROPOLIT	441 E FLORENCE AVE	UST	Higher	1123, 0.213, NNW
AK221	CENTINELA HOSPITAL M	555 E HARDY ST	UST	Lower	1166, 0.221, SSW
AK222	CENTINELA HOSPITAL M	555 E. HARDY STREET	RCRA-LQG, SWEEPS UST, HIST UST, EMI, NPDES, CIWQS	Lower	1166, 0.221, SSW
AL223	ARCO #9645/ FORMER T	4130 CENTURY BLVD W	LUST, HIST CORTESE	Lower	1166, 0.221, SSW
AL224	THRIFTY OIL CO #251	4130 W CENTURY BLVD	SWEEPS UST, CA FID UST, HAZNET, LOS ANGELES CO....	Lower	1196, 0.227, SSW
AL225	ARCO FACILITY NO 096	4130 W CENTURY BLVD	RCRA-SQG, FINDS, ECHO	Lower	1196, 0.227, SSW
AL226	ARCO STN 251	4130 W CENTURY BLVD	HIST UST	Lower	1196, 0.227, SSW
AL227	ARCO PRODUCTS #09645	4130 W CENTURY BLVD	UST, LOS ANGELES CO. HMS	Lower	1196, 0.227, SSW
AI228	ZIONS FIRST NATIONAL	425 S MARKET ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1208, 0.229, WSW
229	MOBIL #11-GJ4	1007 LA BREA	HIST CORTESE	Lower	1233, 0.234, SW
AL230	UNOCAL SS # 6370	4160 W CENTURY BLVD	SWEEPS UST	Lower	1236, 0.234, SSW
231	COATINGS COMPOSITES	10105 DOTY AVE	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1246, 0.236, SSE
AM232	WHALEN ELEMENTARY SC	104TH STREET/105TH S	ENVIROSTOR, SCH	Lower	1326, 0.251, South
AN233	CITY SERVICE CENTER	222 W BEACH AVE	SWF/LF, HIST UST	Lower	1346, 0.255, NW
234	SS #23552	435 LA BREA AVE N	LUST, HIST CORTESE	Lower	1405, 0.266, NW

MAPPED SITES SUMMARY

Target Property Address:
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
235	BUFFINGTON MOTORS	440 MARKET ST N	LUST, HIST CORTESE	Lower	1430, 0.271, NW
AM236	ROCKVIEW DAIRY FACIL	10411 PRAIRIE AVE	LUST, HIST CORTESE	Lower	1441, 0.273, South
AN237	CITY OF INGLEWOOD MA	222 BEACH AVE W	SWF/LF, LUST, HIST CORTESE	Lower	1462, 0.277, NW
AO238	CENTINELA HOSPITAL M	622 LA BREA AVE N	LUST, HIST CORTESE	Lower	1869, 0.354, WSW
239	HAWTHORNE DANIEL FRE	333 N PRAIRIE AVE	LUST, UST, SWEEPS UST, HIST UST, RCRA NonGen /...	Higher	1921, 0.364, North
240	RAMAR INDUSTRIES	426 EAST 99TH STREET	LUST	Lower	1925, 0.365, SSW
AO241	AIRLINE COACH SERVIC	636 SOUTH LA BREA AV	LUST	Lower	1976, 0.374, WSW
AP242	CAL NATIONAL GUARD A	111 GROSVENOR ST	LUST, SWEEPS UST	Lower	2027, 0.384, NW
AP243	OMS #9	111 GROSVENOR ST	RCRA-SQG, LUST, FINDS, ECHO, HIST CORTESE	Lower	2027, 0.384, NW
244	BIEBER FLOURESCENT L	3666 W 102ND ST	SEMS-ARCHIVE	Lower	2074, 0.393, SSE
AQ245	FAITHFUL CENTRAL BAP	321 EUCALYPTUS	CPS-SLIC	Lower	2218, 0.420, WNW
AR246	CHEVRON #9-3829	303 MANCHESTER BLVD	LUST, HIST CORTESE, LOS ANGELES CO. HMS	Lower	2277, 0.431, West
AQ247	TRINITY BUILDING - E	301 WEST FLORENCE AV	CPS-SLIC	Lower	2300, 0.436, WNW
248	INGLEWOOD TOYOTA	700 S LA BREA AVE	RCRA-SQG, LUST, SWEEPS UST, HIST UST, CA FID UST,...	Lower	2468, 0.467, SW
249	ALLRIGHT SELF STORAG	808 LA BREA AVE	LUST, SWEEPS UST, HIST CORTESE	Lower	2501, 0.474, SW
AS250	TRINITY BUILDING - W	401 FLORENCE	CPS-SLIC	Lower	2502, 0.474, WNW
AS251	TRINITY BUILDING - W	401 W. FLORENCE AVE	CPS-SLIC	Lower	2502, 0.474, WNW
AT252	LINCOLN DISCOUNT TIR	868 S LA BREA AVE	LUST, SWEEPS UST, LOS ANGELES CO. HMS	Lower	2512, 0.476, SW
AT253	LINCOLN DISCOUNT TIR	868 LA BREA	HIST UST, HIST CORTESE	Lower	2512, 0.476, SW
254	MILLER 1994 FAMILY T	1140 LA BREA AVE S	LUST	Lower	2530, 0.479, SSW
255	RG SIMMONS ESTATE	400 W. BEACH BLVD.	SWF/LF	Lower	2547, 0.482, NW
AR256	7-11 #24142	345 MANCHESTER BLVD	LUST, HIST CORTESE	Lower	2558, 0.484, West
257	HUDNALL ELEMENTARY S	308-318 W. MANCHESTE	ENVIROSTOR, SCH	Lower	2612, 0.495, West
AU258	SO CAL GAS/INGLEWOOD	700 WARREN LANE	EDR MGP	Lower	2737, 0.518, North
AU259	SO CAL GAS/INGLEWOOD	700 WARREN LANE	ENVIROSTOR, VCP, CHMIRS	Lower	2737, 0.518, North
260	METAL TREATERS	414 W FLORENCE AVE	RCRA-SQG, ENVIROSTOR, HIST UST, FINDS, ECHO,...	Lower	3134, 0.594, WNW
261	INGLEWOOD PROPERTY/E	300 WEST HYDE PARK B	ENVIROSTOR	Lower	3415, 0.647, NW
262	JEFFERSON ELEMENTARY	CONDON AVENUE/FIRMON	ENVIROSTOR, SCH	Lower	3908, 0.740, SW
263	PAYNE ELEMENTARY SCH	215 WEST 94TH STREET	ENVIROSTOR, SCH	Lower	3922, 0.743, SW
264	HIGHLAND ELEMENTARY	430 VENICE WAY	ENVIROSTOR, SCH	Lower	4075, 0.772, NW
265	CENTINELA ELEMENTARY	1123 MARLBOROUGH AVE	ENVIROSTOR, SCH	Higher	4329, 0.820, North
266	PCSD 111TH & FREEMAN	11044 AND 11111 SOUT	ENVIROSTOR, SCH	Lower	4364, 0.827, South
267	LENNOX ELEMENTARY /V	11036 HAWTHORNE BOUL	ENVIROSTOR, SCH	Lower	4445, 0.842, SSW
AV268	JEFFERSON ELEMENTARY	CONDON AVENUE/CENTUR	ENVIROSTOR, SCH, LOS ANGELES CO. HMS	Lower	4670, 0.884, SW
AV269	JEFFERSON ELEMENTARY	10322 CONDON AVENUE	ENVIROSTOR, LUST, SCH, NPDES, CIWQS	Lower	4670, 0.884, SW
270	OAK STREET ELEMENTAR	633 S. OAK STREET	ENVIROSTOR	Lower	4735, 0.897, WSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ---- Underground Storage Tank Listing
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP ---- Voluntary Cleanup Program Properties
INDIAN VCP ---- Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---- Waste Management Unit Database
SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
ODI ---- Open Dump Inventory
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ---- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN ---- San Gabriel Valley Areas of Concern
US HIST CDL ---- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---- Historical Calsites Database
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register
CERS HAZ WASTE ---- CERS HAZ WASTE

Local Lists of Registered Storage Tanks

CERS TANKS ---- California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
Financial Assurance	Financial Assurance Information Listing
ICE	ICE
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
WASTEWATER PITS	Oil Wastewater Pits Listing
WIP	Well Investigation Program Case List
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
CERS	CERS
PROJECT	PROJECT (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
UIC GEO	UIC GEO (GEOTRACKER)

EXECUTIVE SUMMARY

PROD WATER PONDS PROD WATER PONDS (GEOTRACKER)
WELL STIM PROJ Well Stimulation Project (GEOTRACKER)
SAMPLING POINT SAMPLING POINT (GEOTRACKER)

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF Recovered Government Archive Solid Waste Facilities List
RGA LUST Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 01/09/2018 has revealed that there are 2 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELKAY PLASTICS CORP	200 E BEACH AVE	NW 0 - 1/8 (0.107 mi.)	174	190
BIEBER FLOURESCENT L	3666 W 102ND ST	SSE 1/4 - 1/2 (0.393 mi.)	244	326

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 7 RCRA-LQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CVS PHARMACY #8837	222 NORTH MARKET STR	NW 0 - 1/8 (0.060 mi.)	130	150

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	0 - 1/8 (0.000 mi.)	G26	30
HOLLYWOOD PARK RACET	1050 SOUTH PRAIRIE A	0 - 1/8 (0.000 mi.)	G58	87
PINCAY RE LLC	600 S PRAIRIE	S 0 - 1/8 (0.006 mi.)	N85	114
CHEVRON 206907	***4015 W CENTURY BLVD.***	***S 0 - 1/8 (0.024 mi.)***	***I107***	***130***
CVS PHARMACY #9578	3120 IMPERIAL HIGHWA	WNW 0 - 1/8 (0.058 mi.)	T126	141
CENTINELA HOSPITAL M	***555 E. HARDY STREET***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AK222***	***260***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 25 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
CARRIAGE CLEANERS	***246 N MARKET BLVD***	***0 - 1/8 (0.000 mi.)***	***A8***	***13***
THE NEW WORLD	***155 SO MARKET ST***	***0 - 1/8 (0.000 mi.)***	***F20***	***23***
HI TECH CLEANERS	***911 S PRAIRISE***	***0 - 1/8 (0.000 mi.)***	***J39***	***61***
VONS 502	***500 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.008 mi.)***	***D91***	***119***
DIAGNOSTIC IMAGING C	***110 S LA BREA AVE ST***	***WNW 0 - 1/8 (0.032 mi.)***	***Q112***	***134***
THE NEW WORLD JEWELE	***170 S LABREA AVE***	***WNW 0 - 1/8 (0.060 mi.)***	***T129***	***148***
BUFFINGTON MOTORS	***200 N LABREA AVE***	***WNW 0 - 1/8 (0.068 mi.)***	***S137***	***162***
ANTHONYS PAINT AND B	259 N LA BREA	NW 0 - 1/8 (0.088 mi.)	Y149	170
PRO LAB	300 S MARKET ST	W 0 - 1/8 (0.093 mi.)	Z153	174
PROLAB 1 HOUR PHOTO	***300 S MARKET ST***	***W 0 - 1/8 (0.093 mi.)***	***Z155***	***175***
CONCORD CLEANERS	113 E MANCHESTER	WNW 0 - 1/8 (0.095 mi.)	T159	179
PACIFIC BELL	***301 S LA BREA***	***W 0 - 1/8 (0.111 mi.)***	***AA177***	***192***
DELGADOS AUTOMOTIVE	***300 N LA BREA***	***NW 0 - 1/8 (0.123 mi.)***	***AD190***	***210***
USPS HILLCREST STATI	***300 E HILLCREST BLVD***	***W 1/8 - 1/4 (0.141 mi.)***	***198***	***222***
HALLMARK MOTORS INC	***124 W BEACH***	***NW 1/8 - 1/4 (0.148 mi.)***	***AG200***	***225***
AIRPORT GROUND TRANS	***124 W BEACH AVE SEC***	***NW 1/8 - 1/4 (0.148 mi.)***	***AG201***	***227***
DICKS AUTO REPAIR	***311 N LA BREA AVE***	***NW 1/8 - 1/4 (0.149 mi.)***	***AD202***	***228***
B AND H TOW	***150 W IVY***	***NW 1/8 - 1/4 (0.162 mi.)***	***AG203***	***230***
INGLEWOOD HIGH SCHOO	***231 S GREVILLEA AVE***	***W 1/8 - 1/4 (0.173 mi.)***	***AF210***	***241***
QUALITY BUSINESS MAC	***233 E HILCREST BLVD***	***W 1/8 - 1/4 (0.194 mi.)***	***AI216***	***252***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUPREME PLATING	***330 E BEACH AVE***	***NNW 1/8 - 1/4 (0.208 mi.)***	***219***	***257***
ARCO FACILITY NO 096	***4130 W CENTURY BLVD***	***SSW 1/8 - 1/4 (0.227 mi.)***	***AL225***	***276***
ZIONS FIRST NATIONAL	***425 S MARKET ST***	***WSW 1/8 - 1/4 (0.229 mi.)***	***AI228***	***279***
COATINGS COMPOSITES	***10105 DOTY AVE***	***SSE 1/8 - 1/4 (0.236 mi.)***	***231***	***283***

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-CESQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALGREENS #6413	230 N LA BREA AVE	NW 0 - 1/8 (0.070 mi.)	V142	165

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/30/2018 has revealed that there are 17 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTINELA ELEMENTARY Facility Id: 19820038 Status: No Further Action	***1123 MARLBOROUGH AVE***	***N 1/2 - 1 (0.820 mi.)***	***265***	***382***

Lower Elevation	Address	Direction / Distance	Map ID	Page
INGLEWOOD HIGH SCHOO Facility Id: 19820102 Status: Inactive - Needs Evaluation	***231 S GREVILLEA AVE***	***W 1/8 - 1/4 (0.173 mi.)***	***AF210***	***241***
CROZIER MIDDLE SCHOO Facility Id: 19820101 Status: No Action Required	***151 NORTH GREVILLEA***	***WNW 1/8 - 1/4 (0.179 mi.)***	***211***	***246***
SUPREME PLATING	***330 E BEACH AVE***	***NNW 1/8 - 1/4 (0.208 mi.)***	***219***	***257***

Facility Id: 71002464 Status: Refer: Other Agency				
WHALEN ELEMENTARY SC Facility Id: 19880081 Status: No Further Action	***104TH STREET/105TH S***	***S 1/4 - 1/2 (0.251 mi.)***	***AM232***	***287***
HUDNALL ELEMENTARY S Facility Id: 19550029 Status: Certified	***308-318 W. MANCHESTE***	***W 1/4 - 1/2 (0.495 mi.)***	***257***	***352***
SO CAL GAS/INGLEWOOD Facility Id: 19490226 Status: Certified	***700 WARREN LANE***	***N 1/2 - 1 (0.518 mi.)***	***AU259***	***358***
METAL TREATERS Facility Id: 71002994 Status: Refer: Other Agency	***414 W FLORENCE AVE***	***WNW 1/2 - 1 (0.594 mi.)***	***260***	***364***
INGLEWOOD PROPERTY/E Facility Id: 19000038 Status: Refer: 1248 Local Agency	300 WEST HYDE PARK B	NW 1/2 - 1 (0.647 mi.)	261	369
JEFFERSON ELEMENTARY Facility Id: 19880080 Status: No Further Action	***CONDON AVENUE/FIRMON***	***SW 1/2 - 1 (0.740 mi.)***	***262***	***371***
PAYNE ELEMENTARY SCH Facility Id: 60000005 Status: No Action Required	***215 WEST 94TH STREET***	***SW 1/2 - 1 (0.743 mi.)***	***263***	***373***
HIGHLAND ELEMENTARY Facility Id: 19880047 Status: No Further Action	***430 VENICE WAY***	***NW 1/2 - 1 (0.772 mi.)***	***264***	***376***
PCSD 111TH & FREEMAN Facility Id: 60000628 Status: No Further Action	***11044 AND 11111 SOUT***	***S 1/2 - 1 (0.827 mi.)***	***266***	***385***
LENNOX ELEMENTARY /V Facility Id: 19540001 Status: No Action Required	***11036 HAWTHORNE BOUL***	***SSW 1/2 - 1 (0.842 mi.)***	***267***	***387***
JEFFERSON ELEMENTARY Facility Id: 60000033 Status: Inactive - Withdrawn	***CONDON AVENUE/CENTUR***	***SW 1/2 - 1 (0.884 mi.)***	***AV268***	***390***
JEFFERSON ELEMENTARY Facility Id: 60000695 Status: Inactive - Withdrawn	***10322 CONDON AVENUE***	***SW 1/2 - 1 (0.884 mi.)***	***AV269***	***393***
OAK STREET ELEMENTAR Facility Id: 60001399 Status: No Further Action	633 S. OAK STREET	WSW 1/2 - 1 (0.897 mi.)	270	400

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there are 3 SWF/LF sites within

approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CITY SERVICE CENTER	***222 W BEACH AVE***	***NW 1/4 - 1/2 (0.255 mi.)***	***AN233***	***290***
Database: LOS ANGELES CO. LF, Date of Government Version: 01/16/2018 Site ID: 1787 Status: Active				
CITY OF INGLEWOOD MA	***222 BEACH AVE W***	***NW 1/4 - 1/2 (0.277 mi.)***	***AN237***	***299***
Database: SWF/LF (SWIS), Date of Government Version: 02/12/2018 Facility ID: 19-AA-0067 Operational Status: Active Regulation Status: Permitted				
RG SIMMONS ESTATE	400 W. BEACH BLVD.	NW 1/4 - 1/2 (0.482 mi.)	255	349
Database: SWF/LF (SWIS), Date of Government Version: 02/12/2018 Facility ID: 19-AA-5215 Operational Status: Closed Regulation Status: To Be Determined				

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 28 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HAWTHORNE DANIEL FRE	***333 N PRAIRIE AVE***	***N 1/4 - 1/2 (0.364 mi.)***	***239***	***305***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed Facility Id: R-11626 Status: Case Closed Global Id: T10000000148 Global Id: T10000000147 Global Id: T0603705057 Global ID: T0603705057				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SEARS AUTO CENTER (F	***500 MANCHESTER BLVD***	***0 - 1/8 (0.000 mi.)***	***D23***	***26***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed Facility Id: I-09429 Status: Case Closed Global Id: T0603703418 Global ID: T0603703418				
SIMONS MINI MARKET	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018				

Status: Completed - Case Closed
Facility Id: I-13094
Status: Remedial action (cleanup) Underway
Global Id: T0603704034
Global Id: T10000000152
Global ID: T0603704034

AIRPORT PARK HOTEL F | 600 PRAIRIE AVE S | S 0 - 1/8 (0.006 mi.) | N84 | 112
Database: LUST, Date of Government Version: 03/12/2018
Status: Open - Eligible for Closure
Global Id: T10000011150

UNOCAL #5050 (FORMER | 4000 CENTURY BLVD W | S 0 - 1/8 (0.009 mi.) | I94 | 124
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09966
Status: Case Closed
Global Id: T0603703538
Global ID: T0603703538

FUJITA CORPORATION | 230 LA BREA AVE. N. | NW 0 - 1/8 (0.059 mi.) | V128 | 146
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-37884
Status: Preliminary site assessment underway
Global Id: T0603707095
Global ID: T0603707095

MTA | 317 FLORENCE AVE E | NW 0 - 1/8 (0.062 mi.) | W132 | 158
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T10000007298

THE FORUM | 3900 MANCHESTER BLVD | SE 0 - 1/8 (0.117 mi.) | AC184 | 200
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603737709

CALIFORNIA SPORTS IN | 3900 W MANCHESTER BL | SE 0 - 1/8 (0.117 mi.) | AC186 | 204
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-09447
Status: Case Closed
Global Id: T0603704813
Global ID: T0603704813

UNOCAL #1923 | 145 MANCHESTER BLVD | WNW 1/8 - 1/4 (0.130 mi.) | AF196 | 217
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09888
Status: Case Closed
Global Id: T0603703510
Global ID: T0603703510

INGLEWOOD CAR WASH | 320 N LA BREA AVE | NW 1/8 - 1/4 (0.169 mi.) | AD205 | 232
Database: LUST, Date of Government Version: 03/12/2018

Status: Completed - Case Closed
Global Id: T10000006987

INGLEWOOD CAR WASH | 320 LA BREA AVE N | NW 1/8 - 1/4 (0.169 mi.) | AD206 | 235
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09755
Status: Case Closed
Global Id: T0603703482
Global ID: T0603703482

ARCO #9645/ FORMER T | 4130 CENTURY BLVD W | SSW 1/8 - 1/4 (0.221 mi.) | AL223 | 269
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-25030
Status: Preliminary site assessment underway
Global Id: T0603705482
Global ID: T0603705482

SS #23552 | 435 LA BREA AVE N | NW 1/4 - 1/2 (0.266 mi.) | 234 | 292
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-10073
Status: Case Closed
Global Id: T0603704902
Global ID: T0603704902

BUFFINGTON MOTORS | 440 MARKET ST N | NW 1/4 - 1/2 (0.271 mi.) | 235 | 294
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09766
Status: Case Closed
Global Id: T0603703485
Global ID: T0603703485

ROCKVIEW DAIRY FACIL | 10411 PRAIRIE AVE | S 1/4 - 1/2 (0.273 mi.) | AM236 | 297
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-01721
Status: Case Closed
Global Id: T0603702797
Global ID: T0603702797

CITY OF INGLEWOOD MA | 222 BEACH AVE W | NW 1/4 - 1/2 (0.277 mi.) | AN237 | 299
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-13733
Status: Case Closed
Global Id: T0603704094
Global ID: T0603704094

CENTINELA HOSPITAL M | 622 LA BREA AVE N | WSW 1/4 - 1/2 (0.354 mi.) | AO238 | 303
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018

Status: Completed - Case Closed
Facility Id: R-12954
Status: Preliminary site assessment workplan submitted
Global Id: T0603705172
Global ID: T0603705172

RAMAR INDUSTRIES | 426 EAST 99TH STREET | SSW 1/4 - 1/2 (0.365 mi.) | 240 | 319
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603722166

AIRLINE COACH SERVIC | 636 SOUTH LA BREA AV | WSW 1/4 - 1/2 (0.374 mi.) | AO241 | 321
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603720647

CAL NATIONAL GUARD A | ***111 GROSVENOR ST*** | ***NW 1/4 - 1/2 (0.384 mi.)*** | ***AP242*** | ***322***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: I-10101
Status: Case Closed
Global ID: T0603703574

OMS #9 | ***111 GROSVENOR ST*** | ***NW 1/4 - 1/2 (0.384 mi.)*** | ***AP243*** | ***323***
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603703574

CHEVRON #9-3829 | ***303 MANCHESTER BLVD*** | ***W 1/4 - 1/2 (0.431 mi.)*** | ***AR246*** | ***328***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09864
Status: Case Closed
Global Id: T0603703496
Global Id: T0603716248
Global ID: T0603703496

INGLEWOOD TOYOTA | ***700 S LA BREA AVE*** | ***SW 1/4 - 1/2 (0.467 mi.)*** | ***248*** | ***333***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-09806
Status: Case Closed
Global Id: T0603703490
Global ID: T0603703490

ALLRIGHT SELF STORAG | ***808 LA BREA AVE*** | ***SW 1/4 - 1/2 (0.474 mi.)*** | ***249*** | ***339***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-14062
Status: Case Closed
Global Id: T0603705217
Global ID: T0603705217

LINCOLN DISCOUNT TIR | ***868 S LA BREA AVE*** | ***SW 1/4 - 1/2 (0.476 mi.)*** | ***AT252*** | ***342***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-14446

Status: Case Closed
Global Id: T0603704171
Global ID: T0603704171

MILLER 1994 FAMILY T | 1140 LA BREA AVE S | SSW 1/4 - 1/2 (0.479 mi.) | 254 | 346
Database: LUST, Date of Government Version: 03/12/2018
Status: Open - Assessment & Interim Remedial Action
Global Id: T10000010158

7-11 #24142 | ***345 MANCHESTER BLVD*** | ***W 1/4 - 1/2 (0.484 mi.)*** | ***AR256*** | ***349***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-10074
Status: Case Closed
Global Id: T0603703567
Global ID: T0603703567

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 6 CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SL0603786356 Facility Status: Open - Assessment & Interim Remedial Action				
TRINITY BUILDING - E	301 FLORENCE	NW 0 - 1/8 (0.017 mi.)	A103	129
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Facility Status: Inactive				
FAITHFUL CENTRAL BAP	321 EUCALYPTUS	WNW 1/4 - 1/2 (0.420 mi.)	AQ245	328
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SLT4L8581885 Facility Status: Inactive Facility Status: Open - Inactive				
TRINITY BUILDING - E	301 WEST FLORENCE AV	WNW 1/4 - 1/2 (0.436 mi.)	AQ247	333
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SLT4L8571884 Facility Status: Open - Inactive				
TRINITY BUILDING - W	401 FLORENCE	WNW 1/4 - 1/2 (0.474 mi.)	AS250	342
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Facility Status: No further action required				
TRINITY BUILDING - W	401 W. FLORENCE AVE	WNW 1/4 - 1/2 (0.474 mi.)	AS251	342
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SLT43644642 Facility Status: Completed - Case Closed				

EXECUTIVE SUMMARY

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 19 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA COUNTY METROPOLIT Database: UST, Date of Government Version: 03/12/2018	441 E FLORENCE AVE	NNW 1/8 - 1/4 (0.213 mi.)	220	259

Lower Elevation	Address	Direction / Distance	Map ID	Page
VONS FUEL CENTER #25 Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0033888	510 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	D21	25
HOLLYWOOD PARK RACE Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0021198	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
QUIK N SPLIT Database: UST, Date of Government Version: 03/12/2018 Facility Id: 12115 Facility Id: LACoFA0021214	***601 S PRAIRIE AVE***	***S 0 - 1/8 (0.005 mi.)***	***N74***	***95***
SIMONS MINI MARKET Database: UST, Date of Government Version: 03/12/2018 Facility Id: 13094 Facility Id: LACoFA0017385	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
PINCAY 60-ACRE PROPE Database: UST, Date of Government Version: 03/12/2018	600 S PRAIRIE AVE	S 0 - 1/8 (0.006 mi.)	N86	116
2502 VONS A SAFEWAY Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0032369	500 E MANCHESTER BLV	WNW 0 - 1/8 (0.008 mi.)	D92	123
CHEVRON USA SS 20690 Database: UST, Date of Government Version: 03/12/2018 Facility Id: 25281 Facility Id: LACoFA0007105	4015 W CENTURY BLVD	S 0 - 1/8 (0.024 mi.)	I109	133
LOS ANGELES AIRPORT Database: UST, Date of Government Version: 03/12/2018 Facility Id: 24124	25R S LOCUST ST	WNW 0 - 1/8 (0.058 mi.)	U127	146
LA COUNTY METROPOLIT Database: UST, Date of Government Version: 03/12/2018	317 E FLORENCE AVE	NW 0 - 1/8 (0.062 mi.)	W133	161
INGLEWOOD REDEVELOPM Database: UST, Date of Government Version: 03/12/2018 Facility Id: 22141	***200 N LA BREA AVE***	***WNW 0 - 1/8 (0.068 mi.)***	***S139***	***164***
EMPTY LOT Database: UST, Date of Government Version: 03/12/2018	111 N LOCUST ST	NW 0 - 1/8 (0.070 mi.)	U140	164
SENIOR CENTER SITE Database: UST, Date of Government Version: 03/12/2018	111 N LOCUST ST	NW 0 - 1/8 (0.070 mi.)	U141	164
LIM'S TEXACO Database: UST, Date of Government Version: 03/12/2018	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T173***	***190***

Facility Id: 22027
Facility Id: LACoFA0017377

PACIFIC BELL IGWDCA0 ***301 S LA BREA AVE*** ***W 0 - 1/8 (0.111 mi.)*** ***AA176*** ***192***
Database: UST, Date of Government Version: 03/12/2018
Facility Id: 10228
Facility Id: LACoFA0015269

GREAT WESTERN FORUM ***3900 W MANCHESTER BL*** ***SE 0 - 1/8 (0.117 mi.)*** ***AC185*** ***203***
Database: UST, Date of Government Version: 03/12/2018
Facility Id: 9447

CITY OF INGLEWOOD-CI 1 W MANCHESTER BLVD WNW 1/8 - 1/4 (0.170 mi.) AF208 241
Database: UST, Date of Government Version: 03/12/2018
Facility Id: LACoFA0017365

CENTINELA HOSPITAL M 555 E HARDY ST SSW 1/8 - 1/4 (0.221 mi.) AK221 260
Database: UST, Date of Government Version: 03/12/2018
Facility Id: LACoFA0013257

ARCO PRODUCTS #09645 ***4130 W CENTURY BLVD*** ***SSW 1/8 - 1/4 (0.227 mi.)*** ***AL227*** ***279***
Database: UST, Date of Government Version: 03/12/2018
Facility Id: 25030
Facility Id: LACoFA0007104

State and tribal Brownfields sites

BROWNFIELDS: A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

A review of the BROWNFIELDS list, as provided by EDR, and dated 03/26/2018 has revealed that there is 1 BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 01/30/2018 has revealed that there are 2 SCH sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
INGLEWOOD HIGH SCHOO	***231 S GREVILLEA AVE***	***W 1/8 - 1/4 (0.173 mi.)***	***AF210***	***241***
Facility Id: 19820102 Status: Inactive - Needs Evaluation				
CROZIER MIDDLE SCHOO	***151 NORTH GREVILLEA***	***WNW 1/8 - 1/4 (0.179 mi.)***	***211***	***246***

Facility Id: 19820101
Status: No Action Required

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 18 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BRUNO'S Status: A Comp Number: 10920	450 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	C12	16
HOLLYWOOD PARK Status: A Tank Status: A Comp Number: 10320	1050 N PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H31	37
SAM SCHWARTZ PRAIRE Status: A Tank Status: A Comp Number: 13813	1201 S PRAIRE AVE	0 - 1/8 (0.000 mi.)	L45	67
BOUTIQUE Status: A Tank Status: A Comp Number: 13735	***338 EAST MANCHESTER***	***WNW 0 - 1/8 (0.002 mi.)***	***M67***	***93***
QUIK N SPLIT Status: A Tank Status: A Comp Number: 12115	601 S PRAIRE AVE	S 0 - 1/8 (0.005 mi.)	N76	96
SIMONS MINI MARKET Status: A Tank Status: A Comp Number: 13094	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
VONS 502 Status: A Comp Number: 9429	***500 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.008 mi.)***	***D91***	***119***
UNOCAL #5050 (FORMER Status: A Tank Status: A Comp Number: 9966	***4000 CENTURY BLVD W***	***S 0 - 1/8 (0.009 mi.)***	***I94***	***124***
SPARLING BUICK Status: A Comp Number: 13221	***217 N LA BREA AVE***	***WNW 0 - 1/8 (0.100 mi.)***	***AB166***	***182***
SAMHANS MART VALERO Status: A	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T171***	***187***

Tank Status: A Comp Number: 9888				
PACIFIC BELL IGWDCA0 Status: A Tank Status: A Comp Number: 10228	***301 S LA BREA AVE***	***W 0 - 1/8 (0.111 mi.)***	***AA176***	***192***
CALIFORNIA SPORTS IN Status: A Tank Status: A Comp Number: 9447	***3900 W MANCHESTER BL***	***SE 0 - 1/8 (0.117 mi.)***	***AC186***	***204***
NONE Status: A Comp Number: 13470	***10223 S PRAIRIE***	***S 0 - 1/8 (0.124 mi.)***	***AE194***	***215***
INGLEWOOD CAR WASH Comp Number: 9755	***320 N LA BREA AVE***	***NW 1/8 - 1/4 (0.169 mi.)***	***AD205***	***232***
INGLEWOOD CITY CS Status: A Tank Status: A Comp Number: 13728	***1 MANCHESTER BOULEVA***	***WNW 1/8 - 1/4 (0.170 mi.)***	***AF207***	***238***
CENTINELA HOSPITAL M Status: A Tank Status: A Comp Number: 12915	***555 E. HARDY STREET***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AK222***	***260***
THRIFTY OIL CO #251 Status: A Tank Status: A Comp Number: 9957	***4130 W CENTURY BLVD***	***SSW 1/8 - 1/4 (0.227 mi.)***	***AL224***	***272***
UNOCAL SS # 6370 Status: A Comp Number: 14356	4160 W CENTURY BLVD	SSW 1/8 - 1/4 (0.234 mi.)	AL230	283

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 24 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE FORUM	3900 WEST MANCHESTER	E 1/8 - 1/4 (0.187 mi.)	AH212	249
THE FORUM Facility Id: 00000017298	3900 W MANCHESTER BL	E 1/8 - 1/4 (0.187 mi.)	AH213	250
THE FORUM	3900 WEST MANCHESTER	E 1/8 - 1/4 (0.187 mi.)	AH214	251
THE FORUM Facility Id: 00000063662	3900 W MANCHESTER BL	E 1/8 - 1/4 (0.187 mi.)	AH215	251

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE Facility Id: 00000005142	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
BOUTIQUE	***338 EAST MANCHESTER***	***WNW 0 - 1/8 (0.002 mi.)***	***M67***	***93***

Facility Id: 00000029255				
QUICK AND SPLIT JR M Facility Id: 00000034037	601 S PRAIRIE	S 0 - 1/8 (0.005 mi.)	N75	95
SIMONS MINI MARKET Facility Id: 00000020515	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
VONS 502 Facility Id: 00000034038	***500 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.008 mi.)***	***D91***	***119***
SERVICE STATION 5050 Facility Id: 00000017310	4000 W CENTURY BLVD	S 0 - 1/8 (0.036 mi.)	I115	137
FIRESTONE STORE 2735 Facility Id: 00000050479	401 EAST HILLCREST	WNW 0 - 1/8 (0.041 mi.)	C117	138
UNION OIL SERVICE ST Facility Id: 00000055760	145 E MANCHESTER BLV	WNW 0 - 1/8 (0.103 mi.)	T170	186
SAMHANS MART VALERO Facility Id: 00000003866	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T171***	***187***
PACIFIC BELL Facility Id: 00000061274	***301 S LA BREA***	***W 0 - 1/8 (0.111 mi.)***	***AA177***	***192***
PACIFIC BELL (A2-104	301 S LABREA	W 0 - 1/8 (0.111 mi.)	AA178	197
NONE Facility Id: 00000005143	***10223 S PRAIRIE***	***S 0 - 1/8 (0.124 mi.)***	***AE194***	***215***
INGLEWOOD COURTS Facility Id: 00000020732	1 E REGENT ST	WNW 1/8 - 1/4 (0.147 mi.)	AB199	224
B AND H INGLEWOOD TO Facility Id: 00000005135	150 W IVY	NW 1/8 - 1/4 (0.162 mi.)	AG204	231
INGLEWOOD CAR WASH Facility Id: 00000017471	***320 N LA BREA AVE***	***NW 1/8 - 1/4 (0.169 mi.)***	***AD205***	***232***
CITY HALL	ONE MANCHESTER BOULE	WNW 1/8 - 1/4 (0.170 mi.)	AF209	241
MAINTENANCE DEPARTME Facility Id: 00000020880	416 EDGEWOOD ST	NW 1/8 - 1/4 (0.200 mi.)	AJ217	254
INGLEWOOD USD MAINTE	***416 N EDGEWOOD ST***	***NW 1/8 - 1/4 (0.200 mi.)***	***AJ218***	***254***
CENTINELA HOSPITAL M Facility Id: 00000005207	***555 E. HARDY STREET***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AK222***	***260***
ARCO STN 251 Facility Id: 00000006387	4130 W CENTURY BLVD	SSW 1/8 - 1/4 (0.227 mi.)	AL226	278

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 5 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL #5050 (FORMER Facility Id: 19003322 Status: A	***4000 CENTURY BLVD W***	***S 0 - 1/8 (0.009 mi.)***	***I94***	***124***
FORMERLY JIM LYNCH C Facility Id: 19016496	200 N LA BREA	WNW 0 - 1/8 (0.068 mi.)	S138	163

Status: I				
CALIFORNIA SPORTS IN	***3900 W MANCHESTER BL***	***SE 0 - 1/8 (0.117 mi.)***	***AC186***	***204***
Facility Id: 19009825				
Status: A				
SPARKLING CLEANERS	***320 S LA BREA AVE***	***W 1/8 - 1/4 (0.131 mi.)***	***AA197***	***219***
Facility Id: 19003587				
Status: A				
Status: I				
THRIFTY OIL CO #251	***4130 W CENTURY BLVD***	***SSW 1/8 - 1/4 (0.227 mi.)***	***AL224***	***272***
Facility Id: 19049219				
Status: A				

Records of Emergency Release Reports

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 02/15/2018 has revealed that there are 4 CHMIRS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	SOUTH LOCUST STREET	0 - 1/8 (0.000 mi.)	C15	18
OES Incident Number: 12-0020				
Not reported	510 EAST MANCHESTER	0 - 1/8 (0.000 mi.)	D18	21
OES Incident Number: 4-1210				
OES Incident Number: 7-1198				
Not reported	CENTURY BLVD/PRAIRIE	0 - 1/8 (0.000 mi.)	I35	57
OES Incident Number: 908535				
Date Completed: 11-OCT-89				
Not reported	1050 S. PRAIRIE AVEN	0 - 1/8 (0.000 mi.)	H43	65
OES Incident Number: 099408				
Date Completed: 07-AUG-90				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/11/2017 has revealed that there are 3 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BEST WESTERN EQUIPME	***1041 S PRAIRIE AVE #***	***S 0 - 1/8 (0.002 mi.)***	***G63***	***90***
SOUTHERN CALIFORNIA	***111 NORTH LABREA AVE***	***WNW 0 - 1/8 (0.091 mi.)***	***X151***	***172***
WOWSJ MART	***145 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.103 mi.)***	***T169***	***185***

EXECUTIVE SUMMARY

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 11/18/2016 has revealed that there is 1 ICIS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G24	28

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, has revealed that there are 2 FTTS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	1150 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	K44	66
Database: FTTS INSP, Date of Government Version: 04/09/2009				
HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H59	88
Database: FTTS, Date of Government Version: 04/09/2009				

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, has revealed that there are 2 HIST FTTS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	1150 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	K30	37
Database: HIST FTTS INSP, Date of Government Version: 10/19/2006				
HOLLYWOOD PARK OPERA	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H40	62
Database: HIST FTTS, Date of Government Version: 10/19/2006				

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, has revealed that there is 1 US AIRS site within

approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H27***	***31***

Database: US AIRS MINOR, Date of Government Version: 10/12/2016

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 02/21/2018 has revealed that there are 8 FINDS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
CARRIAGE CLEANERS	***246 N MARKET BLVD***	***0 - 1/8 (0.000 mi.)***	***A8***	***13***
INSTANT PRINT OF ING	425 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	C17	20
THE NEW WORLD	***155 SO MARKET ST***	***0 - 1/8 (0.000 mi.)***	***F20***	***23***
VONS FUEL CENTER - I	510 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	D22	25
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H27***	***31***
HI TECH CLEANERS	***911 S PRAIRISE***	***0 - 1/8 (0.000 mi.)***	***J39***	***61***
7-ELEVEN INC. STORE	913 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	J57	86

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 02/25/2018 has revealed that there are 5 ECHO sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
CARRIAGE CLEANERS	***246 N MARKET BLVD***	***0 - 1/8 (0.000 mi.)***	***A8***	***13***
THE NEW WORLD	***155 SO MARKET ST***	***0 - 1/8 (0.000 mi.)***	***F20***	***23***
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H27***	***31***
HI TECH CLEANERS	***911 S PRAIRISE***	***0 - 1/8 (0.000 mi.)***	***J39***	***61***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 24 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIAGE CLEANER	246 N MARKET ST	0 - 1/8 (0.000 mi.)	A3	9

Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIAGE CLEANER Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	246 N MARKET ST	0 - 1/8 (0.000 mi.)	A9	14
CARRIAGE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***246 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***15***
HI-TECH CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J29***	***36***
HOLLYWOOD PARK RACE Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
HOLLYWOOD PARK OPERA Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G37	60
HI-TECH CLEANERS #2 Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAL000031283	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J52***	***76***
JC YEPEZ Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAC002828522	911 S. PRAIRIE, AVE	0 - 1/8 (0.000 mi.)	J53	78
NORGE TOWN/COTTON CL Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1041 S PRAIRIE AVE #	S 0 - 1/8 (0.002 mi.)	G61	89
NORGESTOWN CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1041 S PRAIRIE AVE #	S 0 - 1/8 (0.002 mi.)	G64	92
NORGE TOWN PLAZZA CL Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	1041 S PRAIRIE AVE #	S 0 - 1/8 (0.002 mi.)	G65	92
REGAL CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	700 E MANCHESTER	W 0 - 1/8 (0.008 mi.)	P88	117
REGAL CLEANERS Database: DRYCLEANERS, Date of Government Version: 03/27/2018 Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 EPA Id: CAD981631872 EPA Id: CAL000338697	700 E MANCHESTER BLV	W 0 - 1/8 (0.008 mi.)	P89	117
GIL'S CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	312 E QUEEN ST	WNW 0 - 1/8 (0.047 mi.)	O119	139
FAMILY CLEANERS Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CA0000724922	***113 E MANCHESTER***	***WNW 0 - 1/8 (0.095 mi.)***	***T158***	***178***
CONCORD CLEANERS, FA Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	113 E MANCHESTER	WNW 0 - 1/8 (0.095 mi.)	T160	180
FAMILY CLEANERS, CHO Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	113 E MANCHESTER	WNW 0 - 1/8 (0.095 mi.)	T161	180
EVERSOFT DRY CLEANER Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAL000304342	218 E NUTWOOD ST	W 0 - 1/8 (0.098 mi.)	AA164	181
EVERSOFT DRY CLEANER Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	218 E NUTWOOD AVE	W 0 - 1/8 (0.098 mi.)	AA165	182
J P CLEANERS, JOSE D Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA179	198
PARK LANE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	253 S LA BREA	W 0 - 1/8 (0.113 mi.)	AA180	199
PARK LANE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA181	199

Lower Elevation	Address	Direction / Distance	Map ID	Page
JP CLEANERS Database: DRYCLEANERS, Date of Government Version: 03/27/2018 EPA Id: CAL000305187	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA182	199
SPARKLING CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018	***320 S LA BREA AVE***	***W 1/8 - 1/4 (0.131 mi.)***	***AA197***	***219***

EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the EMI list, as provided by EDR, and dated 12/31/2015 has revealed that there are 6 EMI sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIAGE CLEANER, SU Facility Id: 75428	246 N. MARKET ST.	0 - 1/8 (0.000 mi.)	A1	8
CARRIAGE CLEANERS Facility Id: 37656	***246 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***15***
HOLLYWOOD PARK OPERA Facility Id: 37370	1050 S PRAIRIE AV	0 - 1/8 (0.000 mi.)	H25	29
HI-TECH CLEANERS Facility Id: 69858	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J29***	***36***
HOLLYWOOD PARK RACE Facility Id: 145829 Facility Id: 37370	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
CHURCHILL DOWNS CALI Facility Id: 122064	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H54	78

ENF: A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

A review of the ENF list, as provided by EDR, and dated 01/22/2018 has revealed that there is 1 ENF site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK Status: Historical Status: Historical Facility Id: 231831	***1050 SOUTH PRAIRIE A***	***0 - 1/8 (0.000 mi.)***	***H55***	***79***

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency. This database begins with calendar year 1993.

A review of the HAZNET list, as provided by EDR, and dated 12/31/2016 has revealed that there are 12

HAZNET sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE ONE HOUR PHOTO GEPAID: CAD981463235	***228 N MARKET ST***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
VONS FUEL STATION 25 GEPAID: CAL000381824	***510 E MANCHESTER BLV***	***0 - 1/8 (0.000 mi.)***	***D13***	***16***
INGLEWOOD HEALTHCARE GEPAID: CAC002616274	100 S HILLCREST BLVD	0 - 1/8 (0.000 mi.)	C16	20
PRESTIGE AUTO REPAIR GEPAID: CAL000322495	***1201 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***L32***	***38***
SOUTHERN CAL EQUINE GEPAID: CAL000079738	1050 PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H33	39
HOLLYWOOD PARK RACE GEPAID: CAC002817934 GEPAID: CAP000264606	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
HOLLYWOOD PARK OPERA GEPAID: CAL922193966	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H41	63
HI-TECH CLEANERS #2 GEPAID: CAL000031283	911 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	J47	69
CHURCHILL DOWNS CALI GEPAID: CAL000214675	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H48	71
HOLLYWOOD PARK RACET GEPAID: CAL000299411	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H51	74
HI-TECH CLEANERS #2 GEPAID: CAD983609868	***911 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***J52***	***76***
BP PIPELINES & LOGIS GEPAID: CAC002645336	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	H56	86

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 20 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HAWTHORNE DANIEL FRE Reg Id: R-11626	***333 N PRAIRIE AVE***	***N 1/4 - 1/2 (0.364 mi.)***	***239***	***305***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SEARS AUTO CENTER (F Reg Id: I-09429	***500 MANCHESTER BLVD***	***0 - 1/8 (0.000 mi.)***	***D23***	***26***
SIMONS MINI MARKET Reg Id: I-13094	***501 E MANCHESTER BLV***	***WNW 0 - 1/8 (0.005 mi.)***	***D81***	***98***
UNOCAL #5050 (FORMER Reg Id: I-09966	***4000 CENTURY BLVD W***	***S 0 - 1/8 (0.009 mi.)***	***I94***	***124***
CALIFORNIA SPORTS IN	***3900 W MANCHESTER BL***	***SE 0 - 1/8 (0.117 mi.)***	***AC186***	***204***

Reg Id: R-09447				
UNOCAL #1923	***145 MANCHESTER BLVD***	***WNW 1/8 - 1/4 (0.130 mi.)***	***AF196***	***217***
Reg Id: I-09888				
INGLEWOOD CAR WASH	***320 N LA BREA AVE***	***NW 1/8 - 1/4 (0.169 mi.)***	***AD205***	***232***
Reg Id: I-09755				
ARCO #9645/ FORMER T	***4130 CENTURY BLVD W***	***SSW 1/8 - 1/4 (0.221 mi.)***	***AL223***	***269***
Reg Id: R-25030				
MOBIL #11-GJ4	1007 LA BREA	SW 1/8 - 1/4 (0.234 mi.)	229	283
Reg Id: I-09385				
SS #23552	***435 LA BREA AVE N***	***NW 1/4 - 1/2 (0.266 mi.)***	***234***	***292***
Reg Id: R-10073				
BUFFINGTON MOTORS	***440 MARKET ST N***	***NW 1/4 - 1/2 (0.271 mi.)***	***235***	***294***
Reg Id: I-09766				
ROCKVIEW DAIRY FACIL	***10411 PRAIRIE AVE***	***S 1/4 - 1/2 (0.273 mi.)***	***AM236***	***297***
Reg Id: I-01721				
CITY OF INGLEWOOD MA	***222 BEACH AVE W***	***NW 1/4 - 1/2 (0.277 mi.)***	***AN237***	***299***
Reg Id: I-13733				
CENTINELA HOSPITAL M	***622 LA BREA AVE N***	***WSW 1/4 - 1/2 (0.354 mi.)***	***AO238***	***303***
Reg Id: R-12954				
OMS #9	***111 GROSVENOR ST***	***NW 1/4 - 1/2 (0.384 mi.)***	***AP243***	***323***
Reg Id: I-10101				
CHEVRON #9-3829	***303 MANCHESTER BLVD***	***W 1/4 - 1/2 (0.431 mi.)***	***AR246***	***328***
Reg Id: I-09864				
INGLEWOOD TOYOTA	***700 S LA BREA AVE***	***SW 1/4 - 1/2 (0.467 mi.)***	***248***	***333***
Reg Id: I-09806				
ALLRIGHT SELF STORAG	***808 LA BREA AVE***	***SW 1/4 - 1/2 (0.474 mi.)***	***249***	***339***
Reg Id: R-14062				
LINCOLN DISCOUNT TIR	***868 LA BREA***	***SW 1/4 - 1/2 (0.476 mi.)***	***AT253***	***345***
Reg Id: I-14446				
7-11 #24142	***345 MANCHESTER BLVD***	***W 1/4 - 1/2 (0.484 mi.)***	***AR256***	***349***
Reg Id: I-10074				

Los Angeles County Industrial Waste and Underground Storage Tank Sites.

A review of the LOS ANGELES CO. HMS list, as provided by EDR, and dated 01/16/2018 has revealed that there are 4 LOS ANGELES CO. HMS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
VONS FUEL STATION 25	***510 E MANCHESTER BLV***	***0 - 1/8 (0.000 mi.)***	***D13***	***16***
Facility ID: 026830-037363				
PRESTIGE AUTO REPAIR	***1201 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***L32***	***38***
Facility ID: 013451-013813				
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
Facility ID: 010412-029988				
Facility ID: 010412-046068				
Facility ID: 010412-030512				
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H46***	***67***

Facility ID: 010412-010320

NPDES: A listing of NPDES permits, including stormwater.

A review of the NPDES list, as provided by EDR, and dated 03/14/2018 has revealed that there is 1 NPDES site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
Facility Status: Active				
Facility Status: Terminated				

WDS: California Water Resources Control Board - Waste Discharge System.

A review of the WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there is 1 WDS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H46***	***67***
Facility Status: A				
Facility Id: 4 19I015386				
Facility Id: 4B191303001				

CIWQS: The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

A review of the CIWQS list, as provided by EDR, and dated 03/05/2018 has revealed that there are 6 CIWQS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWOOD PARK MIXED	NORTHEAST CORNER OF	0 - 1/8 (0.000 mi.)	I28	35
HOLLYWOOD PARK RACE	***1050 S PRAIRIE AVE***	***0 - 1/8 (0.000 mi.)***	***H34***	***40***
1050 S PRAIRIE AVE	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G38	60
CHURCHILL DOWNS CA	1050 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	G42	65
HOLLYWOOD PARK	1050 PRAIRIE	0 - 1/8 (0.000 mi.)	G50	73
HOLLYWOOD PARK	***1050 SOUTH PRAIRIE A***	***0 - 1/8 (0.000 mi.)***	***H55***	***79***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used

whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the EDR MGP list, as provided by EDR, has revealed that there is 1 EDR MGP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/INGLEWOOD	700 WARREN LANE	N 1/2 - 1 (0.518 mi.)	AU258	358

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 48 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STANDARD STATIONS IN	831 E MANCHESTER BLV	NW 0 - 1/8 (0.010 mi.)	E97	128
AFTON FRANK H CO	240 N MARKET	NW 0 - 1/8 (0.054 mi.)	124	141
HONGS SHELL SERVICE	330 E FLORENCE AVE	NW 0 - 1/8 (0.090 mi.)	W150	172

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUTTON GEO M	227-261 N MARKET	0 - 1/8 (0.000 mi.)	A4	9
STANDARD STATIONS IN	235 N MARKET	0 - 1/8 (0.000 mi.)	A7	12
WALKER A L	232 N MARKET ST	0 - 1/8 (0.000 mi.)	A11	15
LECESSE NICK	830 E MANCHESTER BLV	0 - 1/8 (0.000 mi.)	E14	18
PRO TIRES	1201 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	L36	59
TRI-STATE GASOLINE	1205 S PRAIRIE	S 0 - 1/8 (0.002 mi.)	K60	89
NEAL C R	1055 S PRAIRIE AV	S 0 - 1/8 (0.002 mi.)	G66	92
FOSTER BROS	356 E MANCHESTER B	WNW 0 - 1/8 (0.002 mi.)	M68	93
ADLER FRANK R CO	204 N MARKET	NW 0 - 1/8 (0.004 mi.)	B71	94
KELLER T D	203 S MARKET	WNW 0 - 1/8 (0.004 mi.)	F72	94
MILES KOYNE L	601 S PRAIRIE	S 0 - 1/8 (0.005 mi.)	N77	97
STANDARD OIL CO	100 N MARKET ST	WNW 0 - 1/8 (0.005 mi.)	O78	97
RUSS MOBIL SERVICE	400 E MANCHESTER BLV	WNW 0 - 1/8 (0.005 mi.)	C80	98
TARMO & LA ROSA TEXA	501 E MANCHESTER BLV	WNW 0 - 1/8 (0.005 mi.)	D82	112
STANLEY W M	420 E MANCHESTER B	WNW 0 - 1/8 (0.006 mi.)	C83	112
KELLER T D	201 S MARKET LN	WNW 0 - 1/8 (0.008 mi.)	F87	116
WISE TIRE CO	200 S MARKET	WNW 0 - 1/8 (0.009 mi.)	F93	123
BENTON N T	303 E REGENT ST	NW 0 - 1/8 (0.010 mi.)	B96	127
BENDON I G	304 E REGENT	NW 0 - 1/8 (0.010 mi.)	B98	128
HONAKER NASH MOTOR C	223 S MARKET	WNW 0 - 1/8 (0.013 mi.)	F100	128
GILES D I	206 S LOCUST	WNW 0 - 1/8 (0.015 mi.)	C101	129
STADLER R J	216 S MARKET	WNW 0 - 1/8 (0.020 mi.)	F104	129
TONY'S MOBIL SERVICE	901 S PRAIRIE	S 0 - 1/8 (0.022 mi.)	J105	130
BENDON I G	304 E QUEEN	WNW 0 - 1/8 (0.022 mi.)	O106	130

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON STATIONS INC	4015 W CENTURY BLVD	S 0 - 1/8 (0.024 mi.)	I108	133
YOONS UNION SERVICE	4000 W CENTURY BLVD	S 0 - 1/8 (0.036 mi.)	I116	138
BUFFINGTON PONTIAC C	204 N LA BREA AV	NW 0 - 1/8 (0.048 mi.)	S121	140
INGLEWOOD SERVICE GA	214 N LA BREA AV	NW 0 - 1/8 (0.048 mi.)	S122	140
BAUM C L	202 E MANCHESTER B	WNW 0 - 1/8 (0.048 mi.)	R123	140
UNION OIL SERVICE	220 N LA BREA AVE	NW 0 - 1/8 (0.062 mi.)	S131	158
LONG E W	208 N LA BREA	NW 0 - 1/8 (0.067 mi.)	S136	161
DURYER'S SHELL SERVI	201 S LA BREA	WNW 0 - 1/8 (0.081 mi.)	T146	169
BUSY BEE QUICK SERVI	106 W FLORENCE AVE	NW 0 - 1/8 (0.082 mi.)	Y147	169
WEARING E C	304 NUTWOOD	W 0 - 1/8 (0.086 mi.)	R148	169
KLEIN C W	250 N LA BREA AV	NW 0 - 1/8 (0.092 mi.)	V152	174
FOTJCH JAMLB RP	300 S MARKET ST	W 0 - 1/8 (0.093 mi.)	Z154	175
GARDNER W H	270 N LA BREA AV	NW 0 - 1/8 (0.097 mi.)	V162	180
SPARLING G F	217 N LA BREA AV	WNW 0 - 1/8 (0.100 mi.)	AB167	183
AMERICAN AUTOMOTIVE	4055 W CENTURY BLVD	S 0 - 1/8 (0.101 mi.)	168	184
DICKS UNION SERVICE	145 E MANCHESTER	WNW 0 - 1/8 (0.103 mi.)	T172	189
WALKER 0 B	320 S MARKET	W 0 - 1/8 (0.109 mi.)	Z175	191
DAGGETT H A	310 S MARKET LN	W 0 - 1/8 (0.117 mi.)	Z187	210
DELGADOS AUTOMOTIVE	300 N LA BREA	NW 0 - 1/8 (0.123 mi.)	AD191	213
PITSTOP AUTO REPAIR	309 E HILLCREST BLVD	W 0 - 1/8 (0.123 mi.)	Z192	214
DUKES AUTOMOTIVE SER	10223 S PRAIRIE AVE	S 0 - 1/8 (0.124 mi.)	AE193	214

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 32 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SENILK INC	246 N MARKET	0 - 1/8 (0.000 mi.)	A2	8
CARR P C	166 N MARKET	0 - 1/8 (0.000 mi.)	B6	12
WILSON S DICK CLEANE	144 S MARKET	0 - 1/8 (0.000 mi.)	F19	23
HI-TECH CLEANERS	911 S PRAIRIE AVE	0 - 1/8 (0.000 mi.)	J49	73
NORGETOWN PLAZA CLEA	1041 S PRAIRIE AVE	S 0 - 1/8 (0.002 mi.)	G62	89
MILLER BENJ	310 E MANCHESTER A	WNW 0 - 1/8 (0.002 mi.)	M69	94
COMISTACI PAUL	136 N MARKET	WNW 0 - 1/8 (0.003 mi.)	B70	94
COURY S A	203 S MARKET	WNW 0 - 1/8 (0.004 mi.)	F73	94
SUPER LAUNDRY	837 S PRAIRIE AVE	S 0 - 1/8 (0.005 mi.)	J79	97
REGAL CLEANERS	700 E MANCHESTER BLV	W 0 - 1/8 (0.008 mi.)	P90	119
COIN LAUNDRY	10023 S PRAIRIE AVE	S 0 - 1/8 (0.009 mi.)	I95	127
INGLEWOOD DYE WORKS	112 N MARKET	WNW 0 - 1/8 (0.013 mi.)	O99	128
MOORE R L	205 N MARKET	NW 0 - 1/8 (0.016 mi.)	B102	129
RED CAP CLEANERS AND	306 E QUEEN	WNW 0 - 1/8 (0.024 mi.)	O110	133
COURY S A	308 E QUEEN	WNW 0 - 1/8 (0.027 mi.)	O111	134
WILSON GO GET EM	225 S MARKET	WNW 0 - 1/8 (0.034 mi.)	R113	137
COURY SAML	231 E MANCHESTER A	WNW 0 - 1/8 (0.035 mi.)	F114	137
GIL'S CLEANERS	312 E QUEEN	WNW 0 - 1/8 (0.047 mi.)	O118	139
YOUNG N W	215 E REGENT	WNW 0 - 1/8 (0.048 mi.)	S120	140

EXECUTIVE SUMMARY

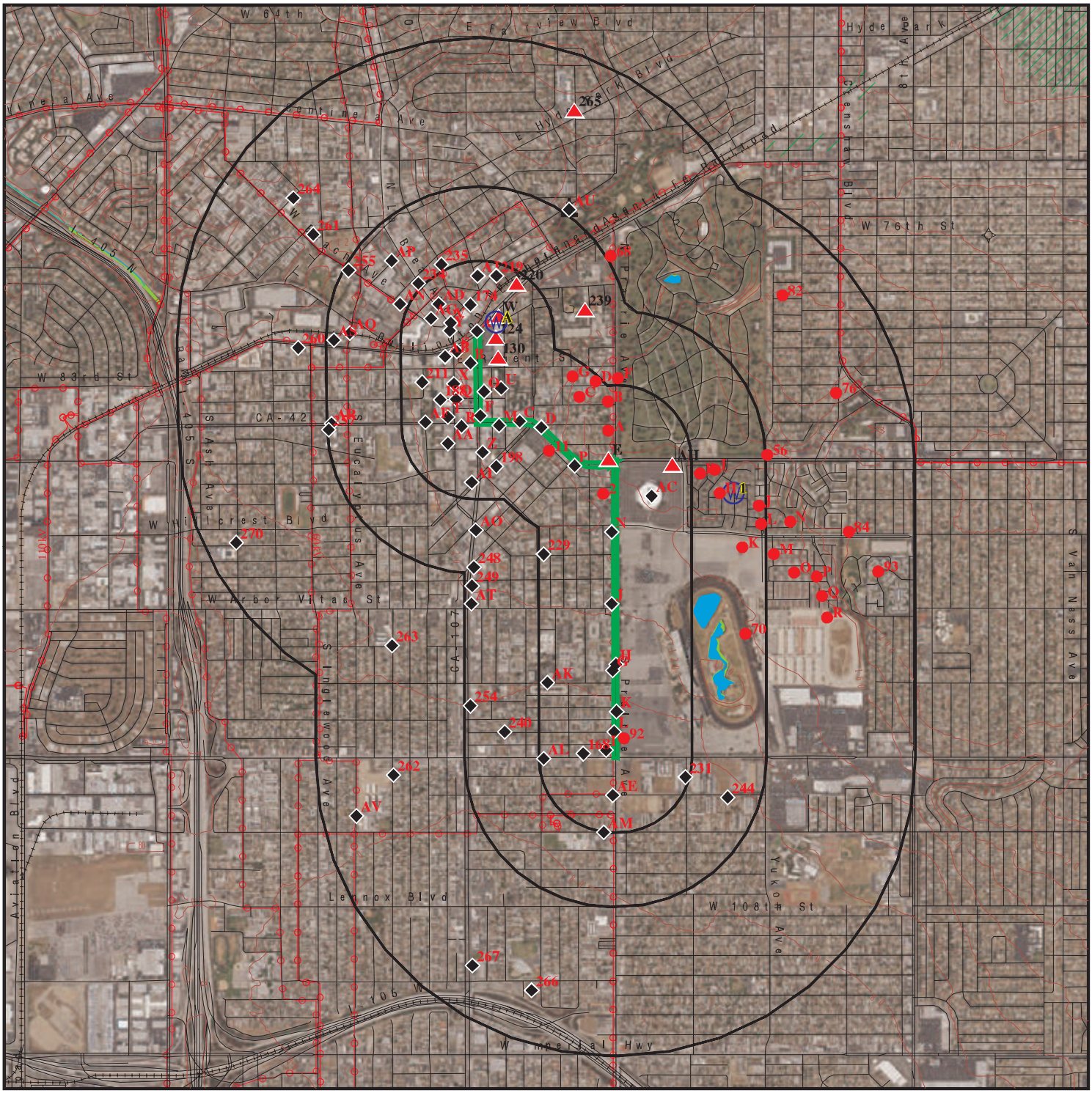
Lower Elevation	Address	Direction / Distance	Map ID	Page
THOMPSON ANNA MRS	341 E QUEEN	WNW 0 - 1/8 (0.058 mi.)	O125	141
GINTER M G	424 E QUEEN	WNW 0 - 1/8 (0.063 mi.)	U134	161
DELUXE CLEANERS & DY	104 S LA BREA AVE	WNW 0 - 1/8 (0.066 mi.)	Q135	161
RPM CLEANERS	212 E REGENT	WNW 0 - 1/8 (0.072 mi.)	S143	168
GRAY'S LAUNDERALL	146 1/2 N LA BREA AV	WNW 0 - 1/8 (0.073 mi.)	X144	169
INDIA RUG CLEANERS	253 N LA BREA AVE	NW 0 - 1/8 (0.076 mi.)	Y145	169
MODE CLEANERS & DYER	300 S MARKET	W 0 - 1/8 (0.093 mi.)	Z156	177
CONCORD CLEANERS	113 E MANCHESTER BLV	WNW 0 - 1/8 (0.095 mi.)	T157	177
EVER SOFT DRY CLEANE	218 E NUTWOOD ST	W 0 - 1/8 (0.098 mi.)	AA163	181
JB CLEANERS	253 S LA BREA AVE	W 0 - 1/8 (0.113 mi.)	AA183	200
NEMOY JACOB	104 E QUEEN	WNW 0 - 1/8 (0.118 mi.)	188	210
FETSCH L N	312 S MARKET	W 0 - 1/8 (0.118 mi.)	Z189	210
FETSCH L N	324 S MARKET	W 0 - 1/8 (0.124 mi.)	Z195	216

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 4 records.

Site Name	Database(s)
AIRPORT PLAZA CLEANERS CHARLES W V	CDL
METRO RAIL TO RIVER PROJECT	DRYCLEANERS
BNSF HR-LA-C-GET-HB-3/HB-4	ENVIROSTOR, VCP
	ENVIROSTOR

OVERVIEW MAP - 5328772.2S

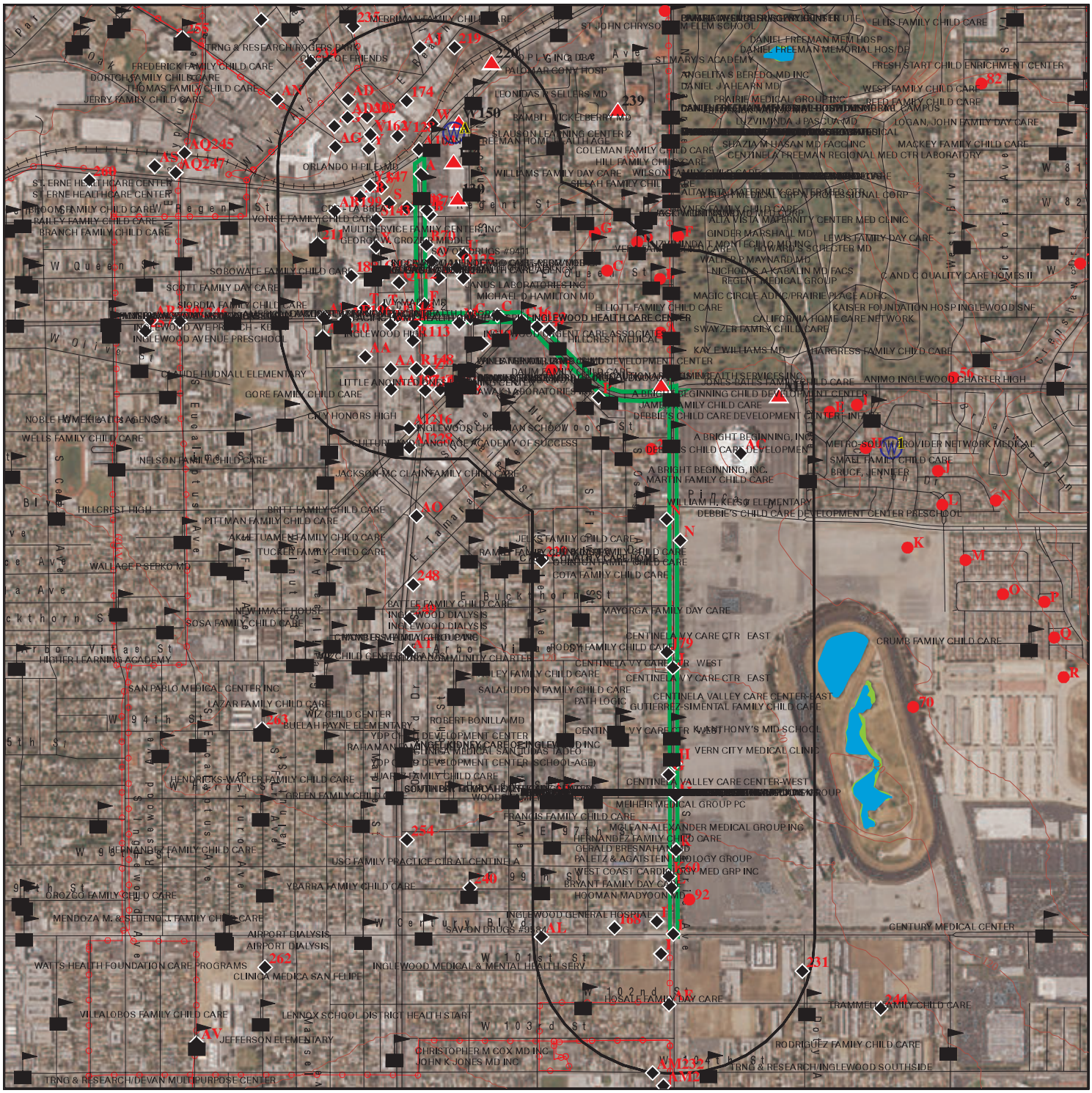


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Inglewood Transit Interconnector	CLIENT:	GeoSyntec
ADDRESS:	Manchester Blvd/Prairie Ave Inglewood CA 90301	CONTACT:	Mital Desai
LAT/LONG:	33.95979 / 118.344019	INQUIRY #:	5328772.2s
		DATE:	June 11, 2018 7:15 pm

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DETAIL MAP - 5328772.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

0 1/4 1/2 1 Miles

- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Inglewood Transit Interconnector	CLIENT:	GeoSyntec
ADDRESS:	Manchester Blvd/Prairie Ave Inglewood CA 90301	CONTACT:	Mital Desai
LAT/LONG:	33.95979 / 118.344019	INQUIRY #:	5328772.2s
		DATE:	June 11, 2018 7:18 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		1	0	1	NR	NR	2
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		6	1	NR	NR	NR	7
RCRA-SQG	0.250		14	11	NR	NR	NR	25
RCRA-CESQG	0.250		1	0	NR	NR	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	3	2	12	NR	17
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	3	NR	NR	3
State and tribal leaking storage tank lists								
LUST	0.500		8	4	16	NR	NR	28

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		2	0	4	NR	NR	6
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		15	4	NR	NR	NR	19
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		1	0	0	NR	NR	1
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	2	NR	NR	NR	2
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		13	5	NR	NR	NR	18
HIST UST	0.250		12	12	NR	NR	NR	24
CA FID UST	0.250		3	2	NR	NR	NR	5
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		4	NR	NR	NR	NR	4
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	0	NR	NR	NR	3
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		1	NR	NR	NR	NR	1
FTTS	0.001		2	NR	NR	NR	NR	2
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		2	NR	NR	NR	NR	2
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		1	NR	NR	NR	NR	1
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		8	NR	NR	NR	NR	8
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		5	NR	NR	NR	NR	5
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		23	1	NR	NR	NR	24
EMI	0.001		6	NR	NR	NR	NR	6
ENF	0.001		1	NR	NR	NR	NR	1
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		12	NR	NR	NR	NR	12
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		4	4	12	NR	NR	20
LOS ANGELES CO. HMS	0.001		4	NR	NR	NR	NR	4
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		1	NR	NR	NR	NR	1
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		1	NR	NR	NR	NR	1
WIP	0.250		0	0	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		6	NR	NR	NR	NR	6
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	1	NR	1
EDR Hist Auto	0.125		48	NR	NR	NR	NR	48
EDR Hist Cleaner	0.125		32	NR	NR	NR	NR	32
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	240	49	38	13	0	340

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **CARRIAGE CLEANER, SUE PARK DBA** **EMI** **S106828095**
246 N. MARKET ST. **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 11 in cluster A

Relative: EMI:
Lower

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	75428
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Actual:
151 ft.

A2 **SENILK INC** **EDR Hist Cleaner** **1019950002**
246 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 11 in cluster A

Relative: EDR Hist Cleaner
Lower

Actual:
151 ft.

Year:	Name:	Type:
1971	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1972	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1973	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1974	CARRIAGE TRADE CLEANERS	Drycleaning Plants, Except Rugs
1977	SENILK INC	Drycleaning Plants, Except Rugs
1978	SENILK INC	Drycleaning Plants, Except Rugs
1979	SENILK INC	Drycleaning Plants, Except Rugs
1979	SENILK INC	Drycleaning Plants, Except Rugs
1980	SENILK INC	Drycleaning Plants, Except Rugs
1982	SENILK INC	Drycleaning Plants, Except Rugs
1983	SENILK INC	Drycleaning Plants, Except Rugs
1985	SENILK INC	Drycleaning Plants, Except Rugs
1986	SENILK INC	Drycleaning Plants, Except Rugs
1991	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1992	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1993	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1994	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1995	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1996	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1997	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC
1998	CARRIAGE CLEANERS	Laundry And Garment Services, NEC, NEC

A3 **CARRIAGE CLEANER** **DRYCLEANERS** **S121700631**
246 N MARKET ST **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	99114
Application Number:	285753
Permit Number:	D77603
Status:	O
Representative Name:	HONG KI PARK
Representative Telephone:	213 6783639
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

A4 **SUTTON GEO M** **EDR Hist Auto** **1009114963**
227-261 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 4 of 11 in cluster A

Relative: Lower
Actual: 150 ft.

EDR Hist Auto

Year:	Name:	Type:
1935	SUTTON GEO M	AUTOMOBILE REPAIRING
1935	SUTTON GEO M	AUTOMOBILE GARAGES
1940	SUTTON GEO M	AUTOMOBILE GARAGES
1940	SUTTON GEO M	AUTOMOBILE REPAIRING

A5 **APPLE ONE HOUR PHOTO LAB** **RCRA-SQG** **1000279329**
228 N MARKET ST **FINDS** **CAD981463235**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft. **HAZNET**

Site 5 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

RCRA-SQG:

Date form received by agency:	05/01/1992
Facility name:	APPLE ONE HOUR PHOTO LAB
Facility address:	228 N MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD981463235
Contact:	JONG KIM
Contact address:	228 N MARKET ST INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-674-8422
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

APPLE ONE HOUR PHOTO LAB (Continued) **1000279329**

Owner/Operator Summary:
- Owner/operator name: JOUNG AI MAYOTTE
- Owner/operator address: 12580 WESTMINSTER AVE
  LOS ANGELES, CA 90066
- Owner/operator country: Not reported
- Owner/operator telephone: 213-390-4638
- Owner/operator email: Not reported
- Owner/operator fax: Not reported
- Owner/operator extension: Not reported
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002716106

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
- Envid: 1000279329
- Registry ID: 110002716106
- DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002716106

HAZNET:
- envid: 1000279329

APPLE ONE HOUR PHOTO LAB (Continued) **1000279329**

Year: 2003
GEPAID: CAD981463235
Contact: CHONG HO YIM
Telephone: 3104779706
Mailing Name: Not reported
Mailing Address: 228 N MARKET ST
Mailing City,St,Zip: INGLEWOOD, CA 903011217
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.25
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000279329
Year: 1998
GEPAID: CAD981463235
Contact: CHIN HAE YIM
Telephone: 3106748422
Mailing Name: Not reported
Mailing Address: 228 N MARKET ST
Mailing City,St,Zip: INGLEWOOD, CA 903011217
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 1.0792
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000279329
Year: 1997
GEPAID: CAD981463235
Contact: CHIN HAE YIM
Telephone: 3106748422
Mailing Name: Not reported
Mailing Address: 228 N MARKET ST
Mailing City,St,Zip: INGLEWOOD, CA 903011217
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .9835
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000279329
Year: 1997
GEPAID: CAD981463235
Contact: CHIN HAE YIM

APPLE ONE HOUR PHOTO LAB (Continued) **1000279329**

Telephone:	3106748422
Mailing Name:	Not reported
Mailing Address:	228 N MARKET ST
Mailing City,St,Zip:	INGLEWOOD, CA 903011217
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	Recycler
Tons:	.0012
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000279329
Year:	1996
GEPAID:	CAD981463235
Contact:	CHIN HAE YIM
Telephone:	3106748422
Mailing Name:	Not reported
Mailing Address:	228 N MARKET ST
Mailing City,St,Zip:	INGLEWOOD, CA 903011217
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	2.8512
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

B6 **CARR P C** **EDR Hist Cleaner** **1009210731**
166 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 1 of 6 in cluster B

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
150 ft. 1940 CARR P C CLOTHES PRESSERS AND CLEANERS

A7 **STANDARD STATIONS INC** **EDR Hist Auto** **1009116047**
235 N MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 6 of 11 in cluster A

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
150 ft. 1931 SOUTHERN CALIFORNIA STATIONS IN GASOLINE AND OIL SERVICE STATIONS

STANDARD STATIONS INC (Continued) **1009116047**

1935 STANDARD STATIONS INC GASOLINE AND OIL SERVICE STATIONS

A8 **CARRIAGE CLEANERS** **RCRA-SQG** **1000358296**
246 N MARKET BLVD **FINDS** **CAD982000218**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 7 of 11 in cluster A

Relative: **Lower**
Actual: **151 ft.**

RCRA-SQG:

Date form received by agency:	04/04/1994
Facility name:	CARRIAGE CLEANERS
Facility address:	246 N MARKET BLVD INGLEWOOD, CA 90301
EPA ID:	CAD982000218
Contact:	HOWARD PARK
Contact address:	246 N MARKET BLVD INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-678-3635
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HOWARD PARK
Owner/operator address:	246 N MARKET BLVD INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	310-678-3635
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

CARRIAGE CLEANERS (Continued) **1000358296**

Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002772312

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000358296
Registry ID:	110002772312
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002772312

A9 **CARRIAGE CLEANER** **DRYCLEANERS** **S121699380**
246 N MARKET ST **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 8 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	75428
Application Number:	216924
Permit Number:	D28334
Status:	O
Representative Name:	SUE OR SANG
Representative Telephone:	213 6783635
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.20001221
UTM North:	3759

A10 **CARRIAGE CLEANERS** **DRYCLEANERS** **S106828094**
246 N MARKET ST **EMI** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 9 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	37656
Application Number:	105030
Permit Number:	M32519
Status:	S
Representative Name:	SANG BAE KIM
Representative Telephone:	213 6783635
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	37656
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

A11 **WALKER A L** **EDR Hist Auto** **1009116482**
232 N MARKET ST **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 10 of 11 in cluster A

Relative: Lower
Actual: 151 ft.

EDR Hist Auto

Year:	Name:	Type:
1927	WALKER A L	AUTOMOBILE REPAIRING AND SERVICE STATIONS

C12 **BRUNO'S** **SWEEPS UST** **S106923602**
450 E MANCHESTER BLVD **N/A**
< 1/8 **HUNTINGTON PARK, CA**
1 ft.

Site 1 of 8 in cluster C

Relative: SWEEPS UST:
Lower

Status:	Active
Comp Number:	10920
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

Actual:
153 ft.

D13 **VONS FUEL STATION 2502** **HAZNET** **S105512050**
510 E MANCHESTER BLVD **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 9 in cluster D

Relative: HAZNET:
Lower

envid:	S105512050
Year:	2016
GEPAID:	CAL000381824
Contact:	SHARON SANGER
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	250 E PARKCENTER BLVD
Mailing City,St,Zip:	BOISE, ID 837060000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.09
Cat Decode:	Other organic solids
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S105512050
Year:	2015
GEPAID:	CAL000381824
Contact:	SHARON PLOUFFE
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	5918 STONERIDGE MALL RD
Mailing City,St,Zip:	PLEASANTON, CA 945883229
Gen County:	Los Angeles

Actual:
137 ft.

VONS FUEL STATION 2502 (Continued) **S105512050**

TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.08
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S105512050
Year: 2015
GEPAID: CAL000381824
Contact: SHARON PLOUFFE
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.231
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S105512050
Year: 2014
GEPAID: CAL000381824
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.045
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S105512050
Year: 2013
GEPAID: CAL000381824
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles

VONS FUEL STATION 2502 (Continued) **S105512050**

TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.063
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 026830-037363
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 000345989
Permit Status: Permit

E14 **LECESSE NICK** **EDR Hist Auto** **1009116074**
830 E MANCHESTER BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 2 in cluster E

Relative: EDR Hist Auto
Lower

Actual: **154 ft.**

Year:	Name:	Type:
1931	HORST OTTO	GASOLINE AND OIL SERVICE STATIONS
1935	PETERSON. L A	GASOLINE AND OIL SERVICE STATIONS
1971	LECESSE NICK	Gasoline Service Stations
1972	LECESSE NICK	Gasoline Service Stations
1973	LECESSE NICK	Gasoline Service Stations
1974	LECESSE NICK	Gasoline Service Stations
1975	LECESSE NICK	Gasoline Service Stations

C15 **CHMIRS** **S112826663**
SOUTH LOCUST STREET AND MANCHESTER BLVD - PARKING GARAGE **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 2 of 8 in cluster C

Relative: CHMIRS:
Lower

Actual: **151 ft.**

OES Incident Number: 12-0020
OES notification: 01/02/2012
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported

(Continued) **S112826663**

Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Other
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Unknown
Other:	Not reported
Date/Time:	1817
Year:	2012
Agency:	LA County HAZMAT
Incident Date:	1/2/2012
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Not reported
E Date:	Not reported
Substance:	Mixture of Chemicals
Quantity Released:	Unknown
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	2
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	RP states that a mixture of unknown chemicals

(Continued) **S112826663**

have caused the release of a vapor inside of a vehicle. Two deceased subjects are in the vehicle. HAZMAT team on site performing an investigation to determine if chemical reaction has ceased..

C16 **INGLEWOOD HEALTHCARE CENTER** **HAZNET** **S112961180**
100 S HILLCREST BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 8 in cluster C

Relative: Lower
Actual: 154 ft.

HAZNET:

envid:	S112961180
Year:	2007
GEPAID:	CAC002616274
Contact:	ARMANDO AREVALO
Telephone:	3106779114
Mailing Name:	Not reported
Mailing Address:	100 S HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903011313
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.17
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

C17 **INSTANT PRINT OF INGLEWOOD** **FINDS** **1023280685**
425 E MANCHESTER BLVD # G **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 4 of 8 in cluster C

Relative: Lower
Actual: 153 ft.

FINDS:

Registry ID: 110065712802

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

D18 **CHMIRS** **S107450342**
N/A

510 EAST MANCHESTER BLVD
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 9 in cluster D

Relative: CHMIRS:
Lower

Actual: OES Incident Number:	4-1210
137 ft. OES notification:	03/03/2004
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Storm drain
Spill Site:	Not reported
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2004
Agency:	Veeder Root
Incident Date:	3/3/200412:00:00 AM
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Gallons:	12
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported

(Continued) **S107450342**

Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Substance was released when customer tripped on hose causing hose to fall to the ground releasing substance.
OES Incident Number:	7-1198
OES notification:	02/23/2007
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Unknown
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007

(Continued) **S107450342**

Agency:	Veeder Root
Incident Date:	2/23/2007 12:00:00 AM
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Gallons:	0.000000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states that auto shut-off was on when nozzle was removed from the vehicle releasing substance.

F19 **WILSON S DICK CLEANER SERVICE** **EDR Hist Cleaner** **1009212803**
144 S MARKET **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 1 of 9 in cluster F

Relative: EDR Hist Cleaner
Lower

Actual: **144 ft.**

Year:	Name:	Type:
1940	WILSON S DICK CLEANER SERVICE	CLOTHES PRESSERS AND CLEANERS

F20 **THE NEW WORLD** **RCRA-SQG** **1000125063**
155 SO MARKET ST **FINDS** **CAD982468290**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 2 of 9 in cluster F

Relative: RCRA-SQG:
Lower

Actual: **141 ft.**

Date form received by agency:	10/24/1988
Facility name:	THE NEW WORLD
Facility address:	155 SO MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD982468290
Mailing address:	SO MARKET ST INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	155 SO MARKET ST

THE NEW WORLD (Continued) **1000125063**

INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 213-678-8484
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: VICTOR SMITH
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

THE NEW WORLD (Continued) **1000125063**

Violation Status: No violations found

FINDS:

Registry ID: 110002818933

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000125063
Registry ID: 110002818933
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002818933

D21 **VONS FUEL CENTER #2502** **UST** **U004265727**
510 E MANCHESTER BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 9 in cluster D

Relative: Lower
Actual: 137 ft.

UST:
Facility ID: LACoFA0033888
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96105
Longitude: -118.34781

Facility ID: LACoFA0033888
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96105
Longitude: -118.34781

D22 **VONS FUEL CENTER - INGLEWOOD #2502** **FINDS** **1023365958**
510 E MANCHESTER BLVD **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 4 of 9 in cluster D

Relative: Lower
Actual: 137 ft.

FINDS:

Registry ID: 110066635010

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

D23 **SEARCH AUTO CENTER (FORMER)** **LUST** **S101296468**
500 MANCHESTER BLVD E **HIST CORTESE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 5 of 9 in cluster D

Relative: **Lower**

Actual: **150 ft.**

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703418
Global Id:	T0603703418
Latitude:	33.9613015
Longitude:	-118.3484428
Status:	Completed - Case Closed
Status Date:	07/19/1996
Case Worker:	YR
RB Case Number:	I-09429
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603703418
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703418
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603703418
Action Type:	Other
Date:	01/27/1987
Action:	Leak Stopped

Global Id:	T0603703418
Action Type:	Other
Date:	02/20/1990
Action:	Leak Reported

Global Id:	T0603703418
Action Type:	Other
Date:	01/27/1987
Action:	Leak Discovery

SEARS AUTO CENTER (FORMER) (Continued) **S101296468**

LUST:
Global Id: T0603703418
Status: Open - Case Begin Date
Status Date: 01/27/1987

Global Id: T0603703418
Status: Open - Site Assessment
Status Date: 04/11/1991

Global Id: T0603703418
Status: Completed - Case Closed
Status Date: 07/19/1996

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-09429	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703418	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	SPRUCE AVE.	
Enforcement Type:	Not reported	
Date Leak Discovered:	1/27/1987	
Date Leak First Reported:		2/20/1990
Date Leak Record Entered:	4/24/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	1/27/1987	
Date Case Last Changed on Database:		6/25/1997
Date the Case was Closed:		7/19/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	WARFIELD	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2011.32146883818317511527157 13
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		4/11/1991
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported

SEARS AUTO CENTER (FORMER) (Continued) **S101296468**

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: SEARS ROEBUCK AND COMPANY
RP Address: DEPT 731 LP BSC36-20, MERCHANDISE GRP, CHICAGO IL 60684
Program: LUST
Lat/Long: 33.9613015 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09429

G24 **HOLLYWOOD PARK** **ICIS 1018305271**
1050 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 13 in cluster G

Relative: **Lower**
Actual: **102 ft.**

ICIS:
Enforcement Action ID: CA-N00002729
FRS ID: 110020050558
Action Name: HOLLYWOOD PARK (Permit CA0064211) Administrative Order
Facility Name: HOLLYWOOD PARK
Facility Address: 1050 PRAIRIE AVE
INGLEWOOD, CA 90301
Enforcement Action Type: State CWA Non Penalty AO
Facility County: LOS ANGELES
Program System Acronym: NPDES
Enforcement Action Forum Desc: Administrative - Formal
EA Type Code: SCWAAO
Facility SIC Code: 7948
Federal Facility ID: Not reported
Latitude in Decimal Degrees: 33.952528
Longitude in Decimal Degrees: -118.343722
Permit Type Desc: NPDES Individual Permit
Program System Acronym: CA0064211
Facility NAICS Code: Not reported
Tribal Land Code: Not reported

Enforcement Action ID: CA-N00002728
FRS ID: 110020050558
Action Name: HOLLYWOOD PARK (Permit CA0064211) Administrative Order
Facility Name: HOLLYWOOD PARK
Facility Address: 1050 PRAIRIE AVE
INGLEWOOD, CA 90301

HOLLYWOOD PARK (Continued) **1018305271**

Enforcement Action Type:	State CWA Non Penalty AO
Facility County:	LOS ANGELES
Program System Acronym:	NPDES
Enforcement Action Forum Desc:	Administrative - Formal
EA Type Code:	SCWAAO
Facility SIC Code:	7948
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.952528
Longitude in Decimal Degrees:	-118.343722
Permit Type Desc:	NPDES Individual Permit
Program System Acronym:	CA0064211
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported
Enforcement Action ID:	CA-N00001534
FRS ID:	110020050558
Action Name:	HOLLYWOOD PARK (Permit CA0064211) Viol. Notice To Regultd Entity
Facility Name:	HOLLYWOOD PARK
Facility Address:	1050 PRAIRIE AVE INGLEWOOD, CA 90301
Enforcement Action Type:	Notice of Violation
Facility County:	LOS ANGELES
Program System Acronym:	NPDES
Enforcement Action Forum Desc:	Administrative - Informal
EA Type Code:	NOV
Facility SIC Code:	7948
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.952528
Longitude in Decimal Degrees:	-118.343722
Permit Type Desc:	NPDES Individual Permit
Program System Acronym:	CA0064211
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported

H25 **HOLLYWOOD PARK OPERATING CO** **EMI** **S106832656**
1050 S PRAIRIE AV **N/A**
< 1/8 **LOS ANGELES, CA 90306**
1 ft.

Site 1 of 15 in cluster H

Relative: EMI:
Lower

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Actual:
107 ft.

G26 **HOLLYWOOD PARK RACETRACK** **RCRA-LQG** **1019322658**
1050 SOUTH PRAIRIE AVENUE **CAP000264606**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 13 in cluster G

Relative: **Lower**

Actual: **102 ft.**

RCRA-LQG:

Date form received by agency:	06/14/2016
Facility name:	HOLLYWOOD PARK RACETRACK
Facility address:	1050 SOUTH PRAIRIE AVENUE INGLEWOOD, CA 90301
EPA ID:	CAP000264606
Mailing address:	SOUTH PRAIRIE AVENUE INGLEWOOD, CA 90301
Contact:	CLEN BOUNDS
Contact address:	WEST CENTURY BLVD INGLEWOOD, CA 90303
Contact country:	US
Contact telephone:	310-419-1619
Contact email:	CLENB@BETFAIRHOLLYWOODPARK.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	HOLLYWOOD PARK LAND COMPANY LLC
Owner/operator address:	EMBARCADERO CENTER STE 3300 SAN FRANCISCO, CA 94111
Owner/operator country:	US
Owner/operator telephone:	415-905-5300
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	09/23/2005
Owner/Op end date:	Not reported

Owner/operator name:	HOLLYWOOD PARK LAND COMPANY LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator

HOLLYWOOD PARK RACETRACK (Continued) **1019322658**

Owner/Op start date: 09/23/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 611
. Waste name: Contaminated soil from site clean-ups

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

H27 **HOLLYWOOD PARK** **US AIRS 1007649232**
1050 S PRAIRIE AVE **FINDS N/A**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 2 of 15 in cluster H

Relative: **Lower**
Actual: **107 ft.**

US AIRS MINOR:
Envid: 1007649232
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
D and B Number: Not reported
Primary SIC Code: 7948
NAICS Code: 812320
Default Air Classification Code: MIN
Facility Type of Ownership Code: POF
Air CMS Category Code: Not reported
HPV Status: Not reported

US AIRS MINOR:
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported

HOLLYWOOD PARK (Continued) **1007649232**

Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN

HOLLYWOOD PARK (Continued) **1007649232**

Air Program: Title V Permits
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

US AIRS MINOR:
Envid: 1007649232
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
D and B Number: Not reported
Primary SIC Code: 7948
NAICS Code: 812320
Default Air Classification Code: MIN
Facility Type of Ownership Code: POF
Air CMS Category Code: Not reported
HPV Status: Not reported

US AIRS MINOR:
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
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Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

HOLLYWOOD PARK (Continued) **1007649232**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-05-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
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Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2004-06-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ719
Facility Registry ID: 110020050558
Air Operating Status Code: OPR
Default Air Classification Code: MIN
Air Program: Title V Permits
Activity Date: 2005-03-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

FINDS:

Registry ID: 110020050558

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major

HOLLYWOOD PARK (Continued) **1007649232**

redesign to support facility operating permits required under Title V of the Clean Air Act.

AIR EMISSIONS CLASSIFICATION UNKNOWN

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

AIR MINOR

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1007649232
Registry ID:	110020050558
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110020050558

I28 **HOLLYWOOD PARK MIXED USE** **CIWQS** **S121644630**
NORTHEAST CORNER OF CENTURY BLVD & PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90304**
1 ft.

Site 1 of 9 in cluster I

Relative: **Lower**
Actual: **90 ft.**

CIWQS:

Agency:	Hollywood Park Land Co LLC
Agency Address:	100 Wilshire Blvd Ste 940, Santa Monica, CA 90401
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C359149
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	07/07/2010
Termination Date:	09/30/2011
Expiration/Review Date:	Not reported
Design Flow:	Not reported

HOLLYWOOD PARK MIXED USE (Continued) **S121644630**

Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.942
Longitude:	-118.341

J29 **HI-TECH CLEANERS** **DRYCLEANERS** **S106167104**
911 S PRAIRIE AVE **EMI** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 9 in cluster J

Relative: **Lower**
Actual: **119 ft.**

DRYCLEAN SOUTH COAST:

Facility ID:	179953
Application Number:	574901
Permit Number:	G35719
Status:	A
Representative Name:	JC YEPEZ
Representative Telephone:	310 4126060
Permit Status:	INACT_NR
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	375.82000732
UTM North:	3757.5300293

Facility ID:	69858
Application Number:	210401
Permit Number:	D13159
Status:	S
Representative Name:	M MOADDEL
Representative Telephone:	310 4126060
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.79299927
UTM North:	3757.5119629

Facility ID:	69858
Application Number:	473545
Permit Number:	F93020
Status:	S
Representative Name:	M MOADDEL
Representative Telephone:	310 4126060
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	375.79299927
UTM North:	3757.5119629

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	69858
Air District Name:	SC

HI-TECH CLEANERS (Continued) **S106167104**

SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

K30 **HOLLYWOOD PARK** **HIST FTTS** **1006282855**
1150 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 3 in cluster K

Relative: **Lower**
Actual: **97 ft.**

HIST FTTS INSP:

Inspection Number:	19870304CA001 3
Region:	09
Inspection Date:	Not reported
Inspector:	BERMAN
Violation occurred:	No
Investigation Type:	Section 6 PCB State Conducted
Investigation Reason:	Neutral Scheme, State
Legislation Code:	TSCA
Facility Function:	User

H31 **HOLLYWOOD PARK** **SWEEPS UST** **S106927342**
1050 N PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 3 of 15 in cluster H

Relative: **Lower**
Actual: **107 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	10320
Number:	9
Board Of Equalization:	44-008814
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010320-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	2
Status:	Active
Comp Number:	10320

HOLLYWOOD PARK (Continued) **S106927342**

Number:	9
Board Of Equalization:	44-008814
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010320-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

L32 **PRESTIGE AUTO REPAIR** **HAZNET** **S102057514**
1201 S PRAIRIE AVE **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 1 of 3 in cluster L

Relative: Lower
Actual: 94 ft.

HAZNET:

envid:	S102057514
Year:	2013
GEPAID:	CAL000322495
Contact:	OBED MEJIA
Telephone:	3106717732
Mailing Name:	Not reported
Mailing Address:	1201 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903016516
Gen County:	Los Angeles
TSD EPA ID:	AZR000509950
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.57
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	013451-013813
Facility Type:	Not reported
Facility Status:	Removed
Area:	2E
Permit Number:	Not reported
Permit Status:	Not reported

H33 **SOUTHERN CAL EQUINE FOUNDATION** **HAZNET** **S113052410**
1050 PRAIRIE AVE **N/A**
< 1/8 **ENGLEWOOD, CA 90301**
1 ft.

Site 4 of 15 in cluster H

Relative: HAZNET:
Lower

Actual: envid: S113052410
107 ft. Year: 1998
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113052410
Year: 1997
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0050
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113052410
Year: 1994
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0416
Cat Decode: Not reported
Method Decode: Not reported

SOUTHERN CAL EQUINE FOUNDATION (Continued) **S113052410**

Facility County: Los Angeles

envid: S113052410
Year: 1993
GEPAID: CAL000079738
Contact: SOUTHERN CAL EQUINE FOUNDATIO
Telephone: 6264457944
Mailing Name: Not reported
Mailing Address: PO BOX 1728
Mailing City,St,Zip: ENGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 2.07999999999
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

H34 **HOLLYWOOD PARK RACE TRACK** **CPS-SLIC** **U001563804**
1050 S PRAIRIE AVE **UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **BROWNFIELDS**
1 ft. **HIST UST**
Site 5 of 15 in cluster H **DRYCLEANERS**
EMI
Relative: Lower **HAZNET**
LOS ANGELES CO. HMS
Actual: 107 ft. **NPDES**
CIWQS

CPS-SLIC:
Region: STATE
Facility Status: **Open - Assessment & Interim Remedial Action**
Status Date: 03/26/2010
Global Id: SL0603786356
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 33.9505512748099
Longitude: -118.338117599487
Case Type: Cleanup Program Site
Case Worker: GAC
Local Agency: Not reported
RB Case Number: 1207
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Tetrachloroethylene (PCE), Arsenic
Site History: SITE SUMMARY: Horse racing track since 1938. Scheduled to be demolished in 2009 and redeveloped into mixed residential/commercial use. 238 acres total with paved parking area, grandstand building with former dry cleaners, casino, former race track maintenance area, vehicle maintenance area, racing track and infield, practice track and infield, former oil field impoundments, storm water sediment area, horse stables, and treated wastewater impoundments. Adjacent to Texaco Cypress Fee former oil field site (since redeveloped residential), responsible for PHC-contaminated GW in eastern area of property. GW exceeds MCL for PCE at the former dry cleaner area (5.8 ug/L in grab sample), TPH in groundwater in the western parking area

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

(980 ug/L max), and nitrate in groundwater in the western half of the property (17,000 ug/L). Strong evidence for off-site sources of nitrate and TPH GW contamination. SVE installed in 2007 in former dry cleaners beneath the grandstand and operated until December 2008 to mitigate PCE soil vapors to a depth of 50 ft BGS. Approx 30 lbs VOCs removed to-date. PCE soil and GW plumes need to be fully defined after demolition. Depth to GW approximately 100 ft bgs in the western half and 150 feet bgs in the eastern half. A large fault separates the east and west portions of the property. GW flow direction is uncertain, but 4 to 6 monitoring wells are planned. Formerly agricultural until 1938 when developed as a racetrack. Never used for industrial purposes, minor soil and GW contamination detected in the former dry cleaners, vehicle and track maintenance areas, and former oil field impoundment areas. Approved soil management plan to investigate and remediate contaminated soil during redevelopment. NEEDED: Further investigation of the former dry cleaner area.

Click here to access the California GeoTracker records for this facility:

UST:

Facility ID:	LACoFA0021198
Permitting Agency:	Los Angeles County Fire Department
Latitude:	33.94914
Longitude:	-118.34111

BROWNFIELDS:

Global ID:	SL0603786356
Latitude:	33.950551275
Longitude:	-118.3381176
Project Type:	Cleanup Program Site
Status:	Open - Assessment & Interim Remedial Action
Status Date:	03/26/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Last Correspondence Date:	07/26/2017
Release Type:	Clarifier / Dry Cleaning Unit / Vapor Degreaser, Other Type of Release
Contaminant(s) of Concern:	Tetrachloroethylene (PCE), Arsenic
Media of Concern:	Aquifer used for drinking water supply
Past Use(s) that Caused Contamination:	AGRICULTURAL - ORCHARD, DRY CLEANING, VEHICLE MAINTENANCE
Human Health Exposure Controlled:	INSUFFICIENT DATA
Human Health Exposure Controlled Date:	03/12/2015
Groundwater Migration Controlled:	YES
Groundwater Migration Controlled Date:	03/12/2015
Primary Caseworker Name:	GREGG CRANDALL
Primary Caseworker Organization Name:	LOS ANGELES RWQCB (REGION 4)
Primary Caseworker Phone Number:	213-576-6701
Primary Caseworker Address:	320 W. 4TH ST., SUITE 200
Primary Caseworker Address:	LOS ANGELES
Primary Caseworker Address:	C
Primary Caseworker Email:	gcrandall@waterboards.ca.gov

HIST UST:

File Number:	00026E44
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026E44.pdf
Region:	STATE
Facility ID:	00000005142
Facility Type:	Other

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Other Type:	HORSE RACE TRACK
Contact Name:	JAMES W. BROWITT
Telephone:	2134191500
Owner Name:	HOLLYWOOD PARK OPERATING CO.
Owner Address:	1050 S. PRAIRIE
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1980
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00001500
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

DRYCLEAN SOUTH COAST:

Facility ID:	37370
Application Number:	103776
Permit Number:	M29588
Status:	A
Representative Name:	JOE ROBINSON
Representative Telephone:	310 4191618
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.80499268

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

UTM North: 3757.2451172

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	26
Reactive Organic Gases Tons/Yr:	21
Carbon Monoxide Emissions Tons/Yr:	66
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	66
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	66
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	114
NOX - Oxides of Nitrogen Tons/Yr:	20
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	37370
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.007004252804671259
Reactive Organic Gases Tons/Yr:	1.665
Carbon Monoxide Emissions Tons/Yr:	3.763
NOX - Oxides of Nitrogen Tons/Yr:	11.664
SOX - Oxides of Sulphur Tons/Yr:	.156
Particulate Matter Tons/Yr:	.832

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Part. Matter 10 Micrometers and Smllr Tons/Yr:.83125

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.007004252804671259
Reactive Organic Gases Tons/Yr:	1.665
Carbon Monoxide Emissions Tons/Yr:	3.763
NOX - Oxides of Nitrogen Tons/Yr:	11.664
SOX - Oxides of Sulphur Tons/Yr:	.156
Particulate Matter Tons/Yr:	.832
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.83125

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.130862444534940600
Reactive Organic Gases Tons/Yr:	1.835607356
Carbon Monoxide Emissions Tons/Yr:	3.68
NOX - Oxides of Nitrogen Tons/Yr:	11.64
SOX - Oxides of Sulphur Tons/Yr:	.133848
Particulate Matter Tons/Yr:	.8328255
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.832062375

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.0483203523286102
Reactive Organic Gases Tons/Yr:	1.7603378000000001
Carbon Monoxide Emissions Tons/Yr:	3.6299999999999999
NOX - Oxides of Nitrogen Tons/Yr:	11.720000000000001
SOX - Oxides of Sulphur Tons/Yr:	0.13239000000000001
Particulate Matter Tons/Yr:	0.76717000000000002
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.75064900000000001

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	145829

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.1432437279646002
Reactive Organic Gases Tons/Yr:	1.8117399999999999
Carbon Monoxide Emissions Tons/Yr:	3.9089200000000002
NOX - Oxides of Nitrogen Tons/Yr:	13.70398
SOX - Oxides of Sulphur Tons/Yr:	0.19017999999999999
Particulate Matter Tons/Yr:	0.98046999999999995
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.95905172000000005

Year:	2011
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.8585961184
Reactive Organic Gases Tons/Yr:	1.55644
Carbon Monoxide Emissions Tons/Yr:	3.53307
NOX - Oxides of Nitrogen Tons/Yr:	12.23006
SOX - Oxides of Sulphur Tons/Yr:	0.16886
Particulate Matter Tons/Yr:	0.87503
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.85601572

Year:	2012
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.78595609281
Reactive Organic Gases Tons/Yr:	0.64807
Carbon Monoxide Emissions Tons/Yr:	1.33551
NOX - Oxides of Nitrogen Tons/Yr:	1.74932
SOX - Oxides of Sulphur Tons/Yr:	0.01000628
Particulate Matter Tons/Yr:	0.12917
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.12854582

Year:	2013
County Code:	19
Air Basin:	SC
Facility ID:	145829
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.8815825118

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Reactive Organic Gases Tons/Yr: 0.72672
Carbon Monoxide Emissions Tons/Yr: 1.58985
NOX - Oxides of Nitrogen Tons/Yr: 3.09048
SOX - Oxides of Sulphur Tons/Yr: 0.01026
Particulate Matter Tons/Yr: 0.22471
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.22168342

HAZNET:
envid: U001563804
Year: 2016
GEPAID: CAP000264606
Contact: CLEN BOUNDS
Telephone: 3104191619
Mailing Name: Not reported
Mailing Address: 910 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903011480
Gen County: Los Angeles
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Contaminated soil from site clean-up
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 474
Cat Decode: Contaminated soil from site clean-up
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

envid: U001563804
Year: 2015
GEPAID: CAC002817934
Contact: STEPHEN D. COMLEY
Telephone: 5625723987
Mailing Name: Not reported
Mailing Address: 5905 N PARAMOUNT BLVD
Mailing City,St,Zip: LONG BEACH, CA 908053709
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 9.2
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010412-029988
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000267808
Permit Status: Closed

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Region: LA
Permit Category: T
Facility Id: 010412-046068
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 000483176
Permit Status: Removed

Region: LA
Permit Category: Not reported
Facility Id: 010412-030512
Facility Type: Not reported
Facility Status: OPEN
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	444448
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C369188
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	05/15/2017
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	03/07/2014
PROCESSED DATE:	03/18/2014
STATUS CODE NAME:	Terminated
STATUS DATE:	06/07/2017
PLACE SIZE:	284
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Chris Holmquist
FACILITY CONTACT TITLE:	Infrastructure Director
FACILITY CONTACT PHONE:	310-382-9023
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	cholmquist@wilsonmeany.com
OPERATOR NAME:	Hollywood Park Land Company LLC
OPERATOR ADDRESS:	4 Embarcadero Center
OPERATOR CITY:	San Francisco
OPERATOR STATE:	California
OPERATOR ZIP:	94111
OPERATOR CONTACT NAME:	Chris Holmquist
OPERATOR CONTACT TITLE:	Infrastructure Director
OPERATOR CONTACT PHONE:	310-382-9023

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	cholmquist@wilsonmeany.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Hollywood Park Land Company LLC
DEVELOPER ADDRESS:	4 Embarcadero Center
DEVELOPER CITY:	San Francisco
DEVELOPER STATE:	California
DEVELOPER ZIP:	94111
DEVELOPER CONTACT NAME:	Chris Holmquist
DEVELOPER CONTACT TITLE:	Infrastructure Director
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	Y
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Chris Holmquist
CERTIFIER TITLE:	Infrastructure Director
CERTIFICATION DATE:	07-MAR-14
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	293257
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I019821
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	05/13/2014
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

RECEIVED DATE:	05/09/2008
PROCESSED DATE:	10/12/2005
STATUS CODE NAME:	Terminated
STATUS DATE:	07/31/2014
PLACE SIZE:	238
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Clen Bounds
FACILITY CONTACT TITLE:	Property Manager
FACILITY CONTACT PHONE:	310-419-1619
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Hollywood Park Land Co LLC
OPERATOR ADDRESS:	4 Embarcadero Center Ste 3300
OPERATOR CITY:	San Francisco
OPERATOR STATE:	California
OPERATOR ZIP:	94111
OPERATOR CONTACT NAME:	Clen Bounds
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-419-1618
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	clenb@hollywoodpark.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-419-1619
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Clen Bounds
CERTIFIER TITLE:	Property Manager
CERTIFICATION DATE:	22-JUL-10
PRIMARY SIC:	7948-Racing, Including Track Operations
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	483126
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C379294
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	03/27/2017
PROCESSED DATE:	03/28/2017
STATUS CODE NAME:	Active
STATUS DATE:	03/28/2017
PLACE SIZE:	284
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Scott Owens
FACILITY CONTACT TITLE:	Director of Field Operations
FACILITY CONTACT PHONE:	602-21-715-0
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	scott.owens@aecom.com
OPERATOR NAME:	Pincay RE LLC a Delaware Limited Liability Company
OPERATOR ADDRESS:	211 North Stadium Blvd Suite 201
OPERATOR CITY:	Columbia
OPERATOR STATE:	Missouri
OPERATOR ZIP:	65203
OPERATOR CONTACT NAME:	R Maly
OPERATOR CONTACT TITLE:	President
OPERATOR CONTACT PHONE:	573-449-8323
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	bwildenhain@thekroenkegroup.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Pincay RE LLC a Delaware Limited Liability Company
DEVELOPER ADDRESS:	211 North Stadium Blvd Suite 201
DEVELOPER CITY:	Columbia
DEVELOPER STATE:	California
DEVELOPER ZIP:	65203
DEVELOPER CONTACT NAME:	Bryan Wildenhain
DEVELOPER CONTACT TITLE:	Property/Construction Manager
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	602-721-0715
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Type 1A-NON-Combustable
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	R Maly
CERTIFIER TITLE:	President
CERTIFICATION DATE:	27-MAR-17
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	483126
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C379294
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/28/2017
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Pincay RE LLC a Delaware Limited Liability Company
Discharge Address:	211 North Stadium Blvd Suite 201
Discharge City:	Columbia
Discharge State:	Missouri
Discharge Zip:	65203
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	444448
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C369188
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/18/2014
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	03/28/2017
Discharge Name:	Hollywood Park Land Company LLC
Discharge Address:	4 Embarcadero Center
Discharge City:	San Francisco
Discharge State:	California
Discharge Zip:	94111

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

CIWQS:

Agency:	Pincay RE LLC a Delaware Limited Liability Company
Agency Address:	211 North Stadium Blvd Suite 201, Columbia, MO 65203
Place/Project Type:	Construction
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C379294
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	03/28/2017
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.95111
Longitude:	-118.33777

Agency:	Hollywood Park Land Co LLC
Agency Address:	4 Embarcadero Center Ste 3300, San Francisco, CA 94111
Place/Project Type:	Industrial - Racing, Including Track Operations
SIC/NAICS:	7948
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I019821
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	10/12/2005
Termination Date:	05/13/2014
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

Agency:	Hollywood Park Land Company LLC
Agency Address:	4 Embarcadero Center Suite 3330, San Francisco, CA 94111
Place/Project Type:	Construction - Residential
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction

HOLLYWOOD PARK RACE TRACK (Continued) **U001563804**

Order Number:	2009-0009-DWQ
WDID:	4 19C369188
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	03/18/2014
Termination Date:	03/28/2017
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.95111
Longitude:	-118.33777

Agency:	Hollywood Park Racetrack
Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Industrial - Racing, Including Track Operations
SIC/NAICS:	7948
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I011473
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	03/08/1995
Termination Date:	10/21/1999
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

I35 **CHMIRS** **S100217877**
CENTURY BLVD/PRAIRIE AV **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 2 of 9 in cluster I

Relative: CHMIRS:
Lower

OES Incident Number:	908535
OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**11-OCT-89**
Property Use:	962
Agency Id Number:	19090
Agency Incident Number:	89-058354
Time Notified:	1317
Time Completed:	1445
Surrounding Area:	500

Actual:
90 ft.

(Continued) **S100217877**

Estimated Temperature:	73
Property Management:	C
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	0
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	CAPTAIN D. POTTS ENG 41A
Report Date:	24-OCT-89
Facility Telephone:	213 412-5364
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	11-OCT-89
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported
E Date:	21-MAY-90
Substance:	Not reported
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Not reported

L36 **PRO TIRES** **EDR Hist Auto** **1009116605**
1201 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 3 in cluster L

Relative: EDR Hist Auto
Lower

Actual:
94 ft.

Year:	Name:	Type:
1940	LABANSAT DAVID	GASOLINE AND OIL SERVICE STATIONS
1988	UNIVERSAL TRANSMSN	Automotive Repair Shops, NEC
1989	AAMES RADIATOR & AC	Automotive Repair Shops, NEC
1989	UNIVERSAL TRANSMSN	Automotive Transmission Repair Shops
1990	UNIVERSAL TRANSMSN	Automotive Transmission Repair Shops
1991	UNIVERSAL TRANSMSN	Automotive Transmission Repair Shops
1992	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1992	PRO TIRES	Brake Services
1993	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1993	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1993	PRO TIRES	Brake Services
1994	PRO TIRES	Brake Services
1994	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1994	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1995	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1995	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1995	PRO TIRES	Brake Services
1996	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1996	PRO TIRES	Brake Services
1996	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1997	PRO TIRES	Brake Services
1997	UNIVERSAL TRANSMISSION	Automotive Transmission Repair Shops
1997	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1998	PRO TIRES	Brake Services
1998	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1998	SAL TRANSMISSION	Automotive Transmission Repair Shops
1999	SAL TRANSMISSION	Automotive Transmission Repair Shops
1999	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
1999	PRO TIRES	Brake Services
2000	HOLLYPARK AUTO REPAIR SHOP	General Automotive Repair Shops
2000	SAL TRANSMISSION	Automotive Transmission Repair Shops
2000	PRO TIRES	Brake Services
2000	AAMES RADIATOR INC	Powertrain Components Repair Services
2001	PRO TIRES	Brake Services
2001	AAMES RADIATOR & AC	Automotive Repair Shops, NEC
2002	SAL TRANSMISSION	Automotive Transmission Repair Shops
2002	AAMES RADIATOR & AC	Automotive Repair Shops, NEC
2002	AAMES RADIATOR INC	Powertrain Components Repair Services
2002	PRO TIRES	Brake Services
2003	SAL TRANSMISSION	Automotive Transmission Repair Shops
2003	SOUTH TIRES	Brake Services
2003	AAMES RADIATOR INC	Powertrain Components Repair Services
2004	AAMES RADIATOR INC	Powertrain Components Repair Services
2004	SAL TRANSMISSION	Automotive Transmission Repair Shops
2004	SOUTH TIRES	Brake Services
2005	SAL TRANSMISSION	Automotive Transmission Repair Shops
2005	SOUTH TIRES	Brake Services
2005	AAMES RADIATOR INC	Powertrain Components Repair Services
2006	SAL TRANSMISSION	Automotive Transmission Repair Shops
2006	SOUTH TIRES	Brake Services

PRO TIRES (Continued) **1009116605**

2006	AAMES RADIATOR INC	Powertrain Components Repair Services
2007	AAMES RADIATOR INC	Powertrain Components Repair Services
2007	SAL TRANSMISSION	Automotive Transmission Repair Shops
2007	SOUTH TIRES	Brake Services
2008	BTS	Automotive Transmission Repair Shops
2008	SOUTH TIRES	Brake Services
2008	AAMES RADIATOR INC	Powertrain Components Repair Services
2008	KDURANT CORP	General Automotive Repair Shops
2009	M POWER TRANSMISSION	Automotive Transmission Repair Shops
2009	KDURANT CORP	General Automotive Repair Shops
2009	SOUTH TIRES	Brake Services
2010	SOUTH TIRES	Brake Services
2010	S & H AUTO CENTER	General Automotive Repair Shops
2010	M POWER TRANSMISSION	Automotive Transmission Repair Shops
2010	ELITE AUTO CENTER	General Automotive Repair Shops
2011	ELITE AUTO CENTER	General Automotive Repair Shops
2011	S & H AUTO CENTER	General Automotive Repair Shops
2012	ELITE AUTO CENTER	General Automotive Repair Shops
2012	PRECISION AUTOWERKZ	Automotive Transmission Repair Shops
2012	S & H AUTO CENTER	General Automotive Repair Shops
2013	PRECISION AUTOWERKZ	Automotive Transmission Repair Shops
2014	PRECISION AUTOWERKZ	Automotive Transmission Repair Shops

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G37 **HOLLYWOOD PARK OPERATING CO/CLNRS/LNDRY** **DRYCLEANERS** **S121693941**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90302**
1 ft.

Site 3 of 13 in cluster G

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	112591
Application Number:	328562
Permit Number:	F9616
Status:	I
Representative Name:	BRUCE PARRISH
Representative Telephone:	310 4191636
Permit Status:	INACTIVE
BCAT Number:	000236
BCAT Description:	DRY CLEANING EQUIP FLUOROCARBON
UTM East:	0
UTM North:	0

Actual:
102 ft.

G38 **1050 S PRAIRIE AVE** **CIWQS** **S121612736**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 4 of 13 in cluster G

Relative: CIWQS:
Lower

Agency:	Hollywood Park Inc
Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated

Actual:
102 ft.

1050 S PRAIRIE AVE (Continued) **S121612736**

Regulatory Measure Type:	Storm water construction
Order Number:	99-08DW
WDID:	4 19C302728
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	09/23/1993
Termination Date:	05/23/1996
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	Not reported
Longitude:	Not reported

J39 **HI TECH CLEANERS** **RCRA-SQG** **1000596993**
911 S PRAIRISE **FINDS** **CAD983609868**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
1 ft.

Site 2 of 9 in cluster J

Relative: **Lower**
Actual: **120 ft.**

RCRA-SQG:

Date form received by agency:	10/24/1991
Facility name:	HI TECH CLEANERS
Facility address:	911 S PRAIRISE INGLEWOOD, CA 90301
EPA ID:	CAD983609868
Contact:	JACK MOADDEL
Contact address:	911 S PRAIRISE INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-412-6060
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HI TECH CLEANERS
Owner/operator address:	911 S PRAIRISE INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	213-412-6060
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

HI TECH CLEANERS (Continued) **1000596993**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002863704

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000596993
Registry ID: 110002863704
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002863704

H40 **HOLLYWOOD PARK OPERATING CO** **HIST FTTS** **1008181995**
1050 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 15 in cluster H

Relative: HIST FTTS:
Lower Case Number: Not reported
Docket Number: 09-87-0046
Actual: Complaint Issue Date: 07/23/1987
107 ft.

HOLLYWOOD PARK OPERATING CO (Continued) **1008181995**

Abatement Amount: 0.0000
Proposed Penalty: 33000.0000
Final Assessment: 19000.0000
Final Order Date: 02/19/1988
Close Date: / /
Violations(s): PCB, Use
PCB, Label or Marking
PCB, Dispose
PCB, Failure to Maintain Records

H41 **HOLLYWOOD PARK OPERATING CO** **HAZNET** **S113167377**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 7 of 15 in cluster H

Relative: HAZNET:
Lower
Actual:
107 ft.

envid: S113167377
Year: 2007
GEPAID: CAL922193966
Contact: MICHAEL WEISS
Telephone: 3104191500
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: TXD982560294
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.06
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113167377
Year: 2007
GEPAID: CAL922193966
Contact: MICHAEL WEISS
Telephone: 3104191500
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: TXD982560294
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Not reported
Tons: 0.04
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113167377
Year: 2005
GEPAID: CAL922193966
Contact: MICHAEL WEISS

HOLLYWOOD PARK OPERATING CO (Continued) **S113167377**

Telephone:	3104191500
Mailing Name:	Not reported
Mailing Address:	1050 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Transfer Station
Tons:	1.66
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113167377
Year:	2005
GEPAID:	CAL922193966
Contact:	MICHAEL WEISS
Telephone:	3104191500
Mailing Name:	Not reported
Mailing Address:	1050 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.29
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113167377
Year:	2003
GEPAID:	CAL922193966
Contact:	MICHAEL WEISS
Telephone:	3104191500
Mailing Name:	Not reported
Mailing Address:	1050 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Recycler
Tons:	0.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

G42 **CHURCHILL DOWNS CA** **CIWQS** **S121629245**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 5 of 13 in cluster G

Relative: CIWQS:
Lower

Actual: Agency:	Churchill Downs California Co
102 ft. Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Industrial - Air Transportation, Nonscheduled
SIC/NAICS:	4522
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I015510
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	12/02/1999
Termination Date:	11/20/2000
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

H43 **CHMIRS** **S100221427**
1050 S. PRAIRIE AVENUE **N/A**
< 1/8 **INGLEWOOD, CA 90303**
1 ft.

Site 8 of 15 in cluster H

Relative: CHMIRS:
Lower

Actual: OES Incident Number:	099408
107 ft. OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**07-AUG-90**
Property Use:	500
Agency Id Number:	19090
Agency Incident Number:	044941-90
Time Notified:	1748
Time Completed:	1859
Surrounding Area:	100
Estimated Temperature:	85
Property Management:	P
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	0
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported

(Continued) **S100221427**

Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	D. POTTS, CAPT. E44-B
Report Date:	08-AUG-90
Facility Telephone:	213 412-5350
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	07-AUG-90
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported
E Date:	30-MAY-91
Substance:	Not reported
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Y
Description:	Not reported

K44 **HOLLYWOOD PARK** **FTTS 1010005222**
1150 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 2 of 3 in cluster K

Relative: FTTS INSP:
Lower

Inspection Number:	19870304CA001 3
Region:	09
Inspection Date:	03/04/87
Inspector:	BERMAN
Violation occurred:	No
Investigation Type:	Section 6 PCB State Conducted
Investigation Reason:	Neutral Scheme, State

Actual:
97 ft.

HOLLYWOOD PARK (Continued) **1010005222**

Legislation Code: TSCA
Facility Function: User

L45 **SAM SCHWARTZ PRAIRE AUTO CTR** **SWEEPS UST** **S106931750**
1201 S PRAIRE AVE **N/A**
< 1/8 **INGLEWOOD, CA**
1 ft.

Site 3 of 3 in cluster L

Relative: Lower
Actual: 94 ft.

SWEEPS UST:
Status: Active
Comp Number: 13813
Number: 9
Board Of Equalization: 44-010248
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013813-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

H46 **HOLLYWOOD PARK** **LOS ANGELES CO. HMS** **1006153880**
1050 S PRAIRIE AVE **WDS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 9 of 15 in cluster H

Relative: Lower
Actual: 107 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010412-010320
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 00001741T
Permit Status: Closed

WDS:
Facility ID: 4 19I015386
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 3104191619
Facility Contact: Clen Bounds
Agency Name: CHURCHILL DOWNS CALIFORNIA CO.

HOLLYWOOD PARK (Continued) **1006153880**

Agency Address:	1050 South Prairie Avenue
Agency City,St,Zip:	Inglewood 90301
Agency Contact:	Eual Wyatt
Agency Telephone:	3104191566
Agency Type:	Private
SIC Code:	7948
SIC Code 2:	Not reported
Primary Waste Type:	Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Primary Waste:	STORMS
Waste Type2:	Not reported
Waste2:	Stormwater Runoff
Primary Waste Type:	Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.
Facility ID:	Los Angeles River 191303001
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CA0064211 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3104191619
Facility Contact:	Clen Bounds
Agency Name:	CHURCHILL DOWNS CALIFORNIA CO.
Agency Address:	1050 South Prairie Avenue
Agency City,St,Zip:	Inglewood 90301
Agency Contact:	Eual Wyatt
Agency Telephone:	3104191566
Agency Type:	Private
SIC Code:	7948
SIC Code 2:	Not reported

HOLLYWOOD PARK (Continued) **1006153880**

Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste:	MISCEL
Waste Type2:	D
Waste2:	Miscellaneous (Includes wastes from dewatering, recreational lake overflow, swimming pool wastes, water ride wastewater, ground water seepage and other wastes of this type)
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Stormwater Runoff
Secondary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

J47 **HI-TECH CLEANERS #2** **HAZNET** **S113033520**
911 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 3 of 9 in cluster J

Relative: HAZNET:
Lower

Actual: envid:	S113033520
119 ft. Year:	2008
GEPAID:	CAL000031283
Contact:	MEHRAN AND JACK MOADDEL
Telephone:	3104905111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.275
Cat Decode:	Not reported

HI-TECH CLEANERS #2 (Continued) **S113033520**

Method Decode: Not reported
Facility County: Los Angeles

envid: S113033520
Year: 2007
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113033520
Year: 2007
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Solvents Recovery
Tons: 0.27
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113033520
Year: 2007
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

HI-TECH CLEANERS #2 (Continued) **S113033520**

envid: S113033520
Year: 2006
GEPAID: CAL000031283
Contact: MEHRAN AND JACK MOADDEL
Telephone: 3104905111
Mailing Name: Not reported
Mailing Address: 911 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

H48 **CHURCHILL DOWNS CALIFORNIA COMPANY** **HAZNET** **S113108785**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 10 of 15 in cluster H

Relative: HAZNET:
Lower
envid: S113108785
Actual: Year: 2005
107 ft. GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.7
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: AZ0000337360
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs

CHURCHILL DOWNS CALIFORNIA COMPANY (Continued) **S113108785**

Disposal Method: Recycler
Tons: 0.16
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: AZ0000337360
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Recycler
Tons: 0.16
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: AZ0000337360
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Treatment, Incineration
Tons: 0.85
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113108785
Year: 2005
GEPAID: CAL000214675
Contact: CLEN BOUNDS, PLANT SUPT
Telephone: 3104191618
Mailing Name: Not reported
Mailing Address: 1050 S PRAIRIE AVE
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Recycler
Tons: 0.77
Cat Decode: Not reported

CHURCHILL DOWNS CALIFORNIA COMPANY (Continued) **S113108785**

Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
47 additional CA_HAZNET: record(s) in the EDR Site Report.

J49 **HI-TECH CLEANERS** **EDR Hist Cleaner** **1009126682**
911 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90300**
1 ft.

Site 4 of 9 in cluster J

Relative: EDR Hist Cleaner
Lower

Actual: **119 ft.**

Year:	Name:	Type:
1994	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1995	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1996	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1997	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1998	HI-TECH CLEANERS	Not reported
1998	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
1999	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2000	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2001	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2002	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2003	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2004	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2005	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2006	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2007	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents
2008	HI TECH CLEANERS	Garment Pressing And Cleaners' Agents

G50 **HOLLYWOOD PARK** **CIWQS** **S121644631**
1050 PRAIRIE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 13 in cluster G

Relative: CIWQS:
Lower

Actual: **102 ft.**

Agency:	Churchill Downs California Co
Agency Address:	1050 S Prairie Ave, Inglewood, CA 90301
Place/Project Type:	Industrial - Racing, Including Track Operations
SIC/NAICS:	7948
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I015386
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	09/24/1999
Termination Date:	08/10/2006
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported

HOLLYWOOD PARK (Continued) **S121644631**

Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.94999
Longitude:	-118.34392

H51 **HOLLYWOOD PARK RACETRACK** **HAZNET** **S113139427**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 11 of 15 in cluster H

Relative: HAZNET:
Lower

Actual:
107 ft.

envid:	S113139427
Year:	2016
GEPAID:	CAL000299411
Contact:	CLEN BOUNDS
Telephone:	3103453481
Mailing Name:	Not reported
Mailing Address:	4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip:	SAN FRANCISCO, CA 941110000
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.15
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S113139427
Year:	2016
GEPAID:	CAL000299411
Contact:	CLEN BOUNDS
Telephone:	3103453481
Mailing Name:	Not reported
Mailing Address:	4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip:	SAN FRANCISCO, CA 941110000
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1
Cat Decode:	Other organic solids
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113139427
Year:	2016
GEPAID:	CAL000299411
Contact:	CLEN BOUNDS

HOLLYWOOD PARK RACETRACK (Continued) **S113139427**

Telephone: 3103453481
Mailing Name: Not reported
Mailing Address: 4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip: SAN FRANCISCO, CA 941110000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Unspecified oil-containing waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.417
Cat Decode: Unspecified oil-containing waste
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

envid: S113139427
Year: 2015
GEPAID: CAL000299411
Contact: CLEN BOUNDS
Telephone: 3103453481
Mailing Name: Not reported
Mailing Address: 4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip: SAN FRANCISCO, CA 941110000
Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 4.60856
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113139427
Year: 2015
GEPAID: CAL000299411
Contact: CLEN BOUNDS
Telephone: 3103453481
Mailing Name: Not reported
Mailing Address: 4 EMBARCADERO CTR, STE 3300
Mailing City,St,Zip: SAN FRANCISCO, CA 941110000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Unspecified oil-containing waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
115 additional CA_HAZNET: record(s) in the EDR Site Report.

J52 **HI-TECH CLEANERS #2** **DRYCLEANERS** **S113018036**
911 S PRAIRIE AVE **HAZNET** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 5 of 9 in cluster J

Relative: **Lower**

Actual: **119 ft.**

DRYCLEANERS:

EPA Id:	CAL000031283
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	05/16/1990
Facility Active:	No
Inactive Date:	06/30/2015
Facility Addr2:	Not reported
Owner Name:	RON MOADDEL
Owner Address:	13100 PARAMOUNT BLVD
Owner Address 2:	Not reported
Owner Telephone:	3107497111
Contact Name:	RON MOADDEL
Contact Address:	635 N LA BREA AVE
Contact Address 2:	Not reported
Contact Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address 1:	911 S PRAIRIE AVE
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903010000
Owner Fax:	5626343650
Region Code:	3

HAZNET:

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE

HI-TECH CLEANERS #2 (Continued) **S113018036**

Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018036
Year:	2004
GEPAID:	CAD983609868
Contact:	MEHRAN & JACK MOADDEL
Telephone:	3107497111
Mailing Name:	Not reported
Mailing Address:	911 S PRAIRIE AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903014118

HI-TECH CLEANERS #2 (Continued) **S113018036**

Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
29 additional CA_HAZNET: record(s) in the EDR Site Report.

J53 **JC YEPEZ** **DRYCLEANERS** **S118469528**
911 S. PRAIRIE, AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 9 in cluster J

Relative: DRYCLEANERS:
Lower

EPA Id:	CAC002828522
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	09/02/2015
Facility Active:	No
Inactive Date:	12/03/2015
Facility Addr2:	Not reported
Owner Name:	NINFA ANGEL
Owner Address:	911 S. PRAIRIE, AVE.
Owner Address 2:	Not reported
Owner Telephone:	3104126060
Contact Name:	JC YEPEZ
Contact Address:	911 S PRAIRIE AVE
Contact Address 2:	Not reported
Contact Telephone:	3104126060
Mailing Name:	Not reported
Mailing Address 1:	911 S. PRAIRIE, AVE
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	90301
Owner Fax:	Not reported
Region Code:	3

Actual:
119 ft.

H54 **CHURCHILL DOWNS CALIF CO, HOLLYWOOD PARK** **EMI** **S108431389**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 12 of 15 in cluster H

Relative: EMI:
Lower

Year:	2005
County Code:	19
Air Basin:	SC

Actual:
107 ft.

CHURCHILL DOWNS CALIF CO, HOLLYWOOD PARK (Continued) **S108431389**

Facility ID:	122064
Air District Name:	SC
SIC Code:	7948
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.04161
Reactive Organic Gases Tons/Yr:	1.8856480245
Carbon Monoxide Emissions Tons/Yr:	2.757
NOX - Oxides of Nitrogen Tons/Yr:	7.302
SOX - Oxides of Sulphur Tons/Yr:	.088805
Particulate Matter Tons/Yr:	.52367
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.5143725

H55 **HOLLYWOOD PARK** **ENF S109446095**
1050 SOUTH PRAIRIE AVENUE **CIWQS N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 13 of 15 in cluster H

Relative: **Lower**
Actual: **107 ft.**

ENF:

Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001

HOLLYWOOD PARK (Continued) **S109446095**

Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	253807
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	05/18/2004
Adoption/Issuance Date:	05/18/2004
Achieve Date:	Not reported
Termination Date:	05/18/2004
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 5/18/04 for overdue 4Q03, 1Q04 DMRs.
Description:	NOV sent 5/18/04 for overdue 4Q03, 1Q04 DMRs.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business

HOLLYWOOD PARK (Continued) **S109446095**

# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001
Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228582

HOLLYWOOD PARK (Continued) **S109446095**

Region:	4
Order / Resolution Number:	13267 Letter
Enforcement Action Type:	13267 Letter
Effective Date:	10/06/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	11/06/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	13267 letter sent 10/6/99: Submit wastewater discharge data.
Description:	13267 letter sent 10/6/99 directing discharger to provide a copy of all analytical data collected for wastewater discharged to the sanitary sewer & Dominguez Channel from 9/96 to 9/99.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported

HOLLYWOOD PARK (Continued) **S109446095**

Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001
Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228001
Region:	4
Order / Resolution Number:	R4-1999-0106
Enforcement Action Type:	Cease and Desist Order
Effective Date:	06/29/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/13/2006
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	CDO 99-106 (amended) adopted 6/29/00.
Description:	Amended CDO 99-106 adopted 6/29/00 allows discharger to construct a more extensive wastewater collection & treatment system to comply with NPDES Permit CA0064211, Order No. 99-105 & to produce Title 22 quality water for on-site use.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00

HOLLYWOOD PARK (Continued) **S109446095**

Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00
Region:	4
Facility Id:	231831
Agency Name:	Hollywood Park Land Co LLC
Place Type:	Growing
Place Subtype:	Animal Feeding
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.950013
Place Longitude:	-118.343921
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.01
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Stormwater runoff
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B191303001
Reg Measure Id:	147422
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	99-105
Npdes# CA#:	CA0064211
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	06/23/2011
Effective Date:	10/28/1999
Expiration/Review Date:	09/10/2004
Termination Date:	07/12/2006
WDR Review - Amend:	Not reported

HOLLYWOOD PARK (Continued) **S109446095**

WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	227828
Region:	4
Order / Resolution Number:	R4-1999-0106
Enforcement Action Type:	Cease and Desist Order
Effective Date:	10/28/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	06/29/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	CDO 99-106 (10/28/99) - Churchill Downs California Co - Hollywood Park
Description:	CDO 99-106 adopted 10/28/99 contains a time schedule for discharger to come into compliance with the requirements contained in NPDES permit Order No. 99-105.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

CIWQS:

Agency:	Hollywood Park Land Co LLC
Agency Address:	4 Embarcadero Center 3300, San Francisco, CA 94111
Place/Project Type:	Animal Feeding Facility
SIC/NAICS:	Not reported
Region:	4
Program:	NPDESWW, NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	NPDES Permit
Order Number:	R4-2006-0062
WDID:	4B191303001
NPDES Number:	CA0064211
Adoption Date:	07/13/2006
Effective Date:	07/13/2006
Termination Date:	06/11/2014
Expiration/Review Date:	06/10/2011
Design Flow:	0.01
Major/Minor:	Minor
Complexity:	C
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0

HOLLYWOOD PARK (Continued) **S109446095**

Latitude: 33.950013
Longitude: -118.343921

H56 **BP PIPELINES & LOGISTICS** **HAZNET** **S112979812**
1050 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 14 of 15 in cluster H

Relative: Lower
Actual: 107 ft.

HAZNET:

envid:	S112979812
Year:	2009
GEPAID:	CAC002645336
Contact:	LOUIS NELSON
Telephone:	5627282789
Mailing Name:	Not reported
Mailing Address:	1300 PIER B ST
Mailing City,St,Zip:	LONG BEACH, CA 908132705
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

J57 **7-ELEVEN INC. STORE #26254** **FINDS** **1023243879**
913 S PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 7 of 9 in cluster J

Relative: Lower
Actual: 119 ft.

FINDS:

Registry ID: 110065319916

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

G58 **HOLLYWOOD PARK RACETRACK** **RCRA-LQG** **1019899744**
1050 SOUTH PRAIRIE AVE **CAR000268904**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 7 of 13 in cluster G

Relative: **Lower**

Actual: **102 ft.**

RCRA-LQG:

Date form received by agency:	11/21/2016
Facility name:	HOLLYWOOD PARK RACETRACK
Facility address:	1050 SOUTH PRAIRIE AVE INGLEWOOD, CA 90301
EPA ID:	CAR000268904
Mailing address:	SOUTH PRAIRIE AVE INGLEWOOD, CA 90301
Contact:	CHRIS HOLMQUIST
Contact address:	CENTER DRIVE STE 950 LOS ANGELES, CA 90045
Contact country:	US
Contact telephone:	310-382-9023
Contact email:	CHOLMQUIST@WILSONMEANY.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	HOLLYWOOD PARK LAND CO LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	09/26/2005
Owner/Op end date:	Not reported

Owner/operator name:	HOLLYWOOD PARK LAND CO LLC
Owner/operator address:	EMBARCADERO CTR STE 3300 SAN FRANCISCO, CA 94111
Owner/operator country:	US
Owner/operator telephone:	415-905-5300
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner

HOLLYWOOD PARK RACETRACK (Continued) **1019899744**

Owner/Op start date: 09/26/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 611
. Waste name: Contaminated soil from site clean-ups

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

H59 **HOLLYWOOD PARK OPERATING CO** **FTTS** **1010005224**
1050 PRAIRIE AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 15 of 15 in cluster H

Relative: Lower
Actual: 107 ft.

FTTS:
Case Number: Not reported
Docket Number: 09-87-0046
Complaint Issue Date: 07/23/87
Abatement Amount: 0.0000
Proposed Penalty: 33000.0000
Final Assessment: 19000.0000
Final Order Date: 02/19/88
Close Date: / /
Violations(s): PCB, Use
PCB, Label or Marking
PCB, Dispose
PCB, Failure to Maintain Records

K60 **TRI-STATE GASOLINE** **EDR Hist Auto** **1008993872**
South **1205 S PRAIRIE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.002 mi.
10 ft. **Site 3 of 3 in cluster K**

Relative: EDR Hist Auto
Lower

Actual:
95 ft.

Year:	Name:	Type:
1960	TRI-STATE GASOLINE	Not reported

G61 **NORGE TOWN/COTTON CLUB CLEANERS** **DRYCLEANERS** **S121694241**
South **1041 S PRAIRIE AVE # 14** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.002 mi.
11 ft. **Site 8 of 13 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual:
106 ft.

Facility ID:	118324
Application Number:	348827
Permit Number:	F19539
Status:	A
Representative Name:	BEN DONEL
Representative Telephone:	213 2333199
Permit Status:	INACT_NR
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East:	375.79098511
UTM North:	3757.2609863

G62 **NORGETOWN PLAZA CLEANERS** **EDR Hist Cleaner** **1009126688**
South **1041 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.002 mi.
11 ft. **Site 9 of 13 in cluster G**

Relative: EDR Hist Cleaner
Lower

Actual:
106 ft.

Year:	Name:	Type:
1975	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1976	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1977	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1978	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1979	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1980	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1982	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1983	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1985	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1986	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1987	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1988	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1989	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1990	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1991	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1992	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1993	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1994	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs
1995	NORGETOWN PLAZA CLEANERS INC	Drycleaning Plants, Except Rugs

NORGETOWN PLAZA CLEANERS (Continued) **1009126688**

1998	NORGETOWN PLAZA CLEANERS	Not reported
2000	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2001	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2002	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2003	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2004	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2005	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2006	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2007	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2008	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2009	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2010	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2011	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs
2012	COTTON CLUB CLEANERS 3	Drycleaning Plants, Except Rugs

G63 **BEST WESTERN EQUIPMENT** **RCRA NonGen / NLR** **1000394359**
South **1041 S PRAIRIE AVE #14** **FINDS** **CAD981968019**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.002 mi.
11 ft. **Site 10 of 13 in cluster G**

Relative: **Lower**

Actual: **106 ft.**

RCRA NonGen / NLR:

Date form received by agency:	03/18/1987
Facility name:	BEST WESTERN EQUIPMENT
Facility address:	1041 S PRAIRIE AVE #14 INGLEWOOD, CA 90301
EPA ID:	CAD981968019
Mailing address:	633 W KATELLA UNIT T ORANGE, CA 92667
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1041 S PRAIRIE AVE #14 INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	714-693-9270
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NORGETOWN PLAZA CENTER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

BEST WESTERN EQUIPMENT (Continued) **1000394359**

Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002759051

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000394359
Registry ID: 110002759051
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002759051

G64 **NORGESTOWN CLEANERS** **DRYCLEANERS** **S121693443**
South **1041 S PRAIRIE AVE #14** **N/A**
< 1/8 **INGLEWOOD, CA 90247**
0.002 mi.
11 ft. **Site 11 of 13 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	101778
Application Number:	293335
Permit Number:	D83421
Status:	I
Representative Name:	HELEN KIM
Representative Telephone:	310 3236180
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.79998779
UTM North:	3757.1999512

Actual:
106 ft.

G65 **NORGE TOWN PLAZZA CLEANERS** **DRYCLEANERS** **S121693967**
South **1041 S PRAIRIE AVE #14** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.002 mi.
11 ft. **Site 12 of 13 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	1131
Application Number:	C36299
Permit Number:	M19519
Status:	I
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.79998779
UTM North:	3757.1999512

Actual:
106 ft.

G66 **NEAL C R** **EDR Hist Auto** **1009117910**
South **1055 S PRAIRIE AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.002 mi.
11 ft. **Site 13 of 13 in cluster G**

Relative: EDR Hist Auto
Lower

Actual:
106 ft.

Year:	Name:	Type:
1940	NEAL C R	GASOLINE AND OIL SERVICE STATIONS

M67 **BOUTIQUE** **SWEEPS UST** **U001563784**
WNW **338 EAST MANCHESTER** **HIST UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.002 mi.
11 ft. **Site 1 of 3 in cluster M**

Relative:
Lower

Actual:
149 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13735
Number:	9
Board Of Equalization:	44-010230
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013735-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	1

HIST UST:

File Number:	00027039
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027039.pdf
Region:	STATE
Facility ID:	00000029255
Facility Type:	Other
Other Type:	BOUTIQUE
Contact Name:	WILLIAM WEYANT
Telephone:	2134125333
Owner Name:	CITY OF INGLEWOOD
Owner Address:	ONE MANCHESTER BLVD.
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0001
Tank Num:	001
Container Num:	B-1
Year Installed:	Not reported
Tank Capacity:	00000400
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

M68 **FOSTER BROS** **EDR Hist Auto** **1009116193**
WNW **356 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.002 mi.
11 ft. **Site 2 of 3 in cluster M**

Relative:
Lower

Actual:
149 ft.

EDR Hist Auto

Year:	Name:	Type:
1940	FOSTER BROS	GASOLINE AND OIL SERVICE STATIONS

M69 **MILLER BENJ** **EDR Hist Cleaner** **1009213094**
WNW **310 E MANCHESTER AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.002 mi.
12 ft. **Site 3 of 3 in cluster M**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
148 ft. 1935 MILLER BENJ HAT CLEANERS AND BLOCKERS

B70 **COMISTACI PAUL** **EDR Hist Cleaner** **1009213095**
WNW **136 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.003 mi.
15 ft. **Site 2 of 6 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
149 ft. 1935 COMISTACI PAUL CLOTHES PRESSERS AND CLEANERS

B71 **ADLER FRANK R CO** **EDR Hist Auto** **1009115365**
NW **204 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.004 mi.
21 ft. **Site 3 of 6 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1935 ADLER FRANK R CO AUTOMOBILE REPAIRING
1940 ADLER F R CO AUTOMOBILE GARAGES

F72 **KELLER T D** **EDR Hist Auto** **1009117411**
WNW **203 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.004 mi.
22 ft. **Site 3 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
140 ft. 1931 KELLER T D AUTOMOBILE REPAIRING

F73 **COURY S A** **EDR Hist Cleaner** **1009212484**
WNW **203 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.004 mi.
22 ft. **Site 4 of 9 in cluster F**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
140 ft. 1931 COURY S A CLOTHES PRESSERS AND CLEANERS

N74 **QUIK N SPLIT** **UST** **U003776960**
South **601 S PRAIRIE AVE** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
25 ft. **Site 1 of 7 in cluster N**

Relative:
Lower

Actual:
137 ft.

UST:
Facility ID: 12115
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.957803
Longitude: -118.342998

Facility ID: LACoFA0021214
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.95646
Longitude: -118.34435

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 012029-012115
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 00003775T
Permit Status: Suspended

N75 **QUICK AND SPLIT JR MARKET** **HIST UST** **U001563820**
South **601 S PRAIRIE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
25 ft. **Site 2 of 7 in cluster N**

Relative:
Lower

Actual:
137 ft.

HIST UST:
File Number: 00026391
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026391.pdf
Region: STATE
Facility ID: 00000034037
Facility Type: Gas Station
Other Type: Not reported
Contact Name: ANTHONY TAYLOR
Telephone: 2134123808
Owner Name: ANTHONY VINCENT TAYLOR
Owner Address: 609 KEW ST.
Owner City,St,Zip: INGLEWOOD, CA 90302
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported

QUICK AND SPLIT JR MARKET (Continued) **U001563820**

Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

N76 **QUIK N SPLIT** **SWEEPS UST** **S106930992**
South **601 S PRAIRE AVE** **N/A**
< 1/8 **INGLEWOOD, CA**
0.005 mi.
25 ft. **Site 3 of 7 in cluster N**

Relative: **Lower**
Actual: **137 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	12115
Number:	9
Board Of Equalization:	44-009626
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012115-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	3

Status:	Active
Comp Number:	12115
Number:	9
Board Of Equalization:	44-009626
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012115-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

QUIK N SPLIT (Continued) **S106930992**

Status:	Active
Comp Number:	12115
Number:	9
Board Of Equalization:	44-009626
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012115-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

N77 **MILES KOYNE L** **EDR Hist Auto** **1020217139**
South **601 S PRAIRIE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
25 ft. **Site 4 of 7 in cluster N**

Relative: EDR Hist Auto
Lower

Actual:
137 ft.

Year:	Name:	Type:
1988	MILES KOYNE L	Gasoline Service Stations
1989	MILES KOYNE L	Gasoline Service Stations, NEC
1990	KLM ENTERPRISES	Gasoline Service Stations, NEC
1991	KLM ENTERPRISES	Gasoline Service Stations, NEC
1992	KLM ENTERPRISES	Gasoline Service Stations, NEC
1993	KLM ENTERPRISES	Gasoline Service Stations, NEC

O78 **STANDARD OIL CO** **EDR Hist Auto** **1009116454**
WNW **100 N MARKET ST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.005 mi.
26 ft. **Site 1 of 8 in cluster O**

Relative: EDR Hist Auto
Lower

Actual:
147 ft.

Year:	Name:	Type:
1927	STANDARD OIL CO	GASOLINE AND OIL SERVICE STATIONS

J79 **SUPER LAUNDRY** **EDR Hist Cleaner** **1018486971**
South **837 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.005 mi.
26 ft. **Site 8 of 9 in cluster J**

Relative: EDR Hist Cleaner
Lower

Actual:
121 ft.

Year:	Name:	Type:
2012	CAL WASH ENTERPRISE LLC	Laundry And Drycleaner Agents
2013	CAL WASH ENTERPRISE LLC	Laundry And Drycleaner Agents

SUPER LAUNDRY (Continued) **1018486971**

2014 CAL WASH ENTERPRISE LLC Laundry And Drycleaner Agents

C80 **RUSS MOBIL SERVICE** **EDR Hist Auto** **1008996210**
WNW **400 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.005 mi.
26 ft. **Site 5 of 8 in cluster C**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1960 RUSS MOBIL SERVICE Not reported

D81 **SIMONS MINI MARKET** **LUST** **U001563827**
WNW **501 E MANCHESTER BLVD** **UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **SWEEPS UST**
0.005 mi. **HIST UST**
27 ft. **Site 6 of 9 in cluster D** **ENF**
HAZNET
Relative: **HIST CORTESE**
Lower **LOS ANGELES CO. HMS**

Actual:
143 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704034
Global Id:	T0603704034
Latitude:	33.9616469
Longitude:	-118.3483823
Status:	Completed - Case Closed
Status Date:	11/01/2006
Case Worker:	DPP
RB Case Number:	I-13094
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603704034
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603704034
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov

SIMONS MINI MARKET (Continued) **U001563827**

Phone Number: 6264583507

LUST:

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 06/06/2005
Action: Staff Letter

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2003
Action: Other Report / Document

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2003
Action: Interim Remedial Action Plan

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 01/21/2005
Action: Staff Letter

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 05/12/2004
Action: Staff Letter

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 03/29/2006
Action: Staff Letter

Global Id: T0603704034
Action Type: REMEDIATION
Date: 04/14/2004
Action: Excavation

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603704034
Action Type: REMEDIATION
Date: 02/23/2000
Action: Soil Vapor Extraction (SVE)

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Report

SIMONS MINI MARKET (Continued) **U001563827**

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2006
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 02/18/2004
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 11/01/2006
Action: Closure/No Further Action Letter

Global Id: T0603704034
Action Type: Other
Date: 07/21/1994
Action: Leak Reported

Global Id: T0603704034
Action Type: RESPONSE

SIMONS MINI MARKET (Continued) **U001563827**

Date: 07/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2006
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 08/07/2006
Action: Request for Closure

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 07/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2005
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 10/21/2003
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 07/19/2002
Action: Staff Letter

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 06/15/1999
Action: Staff Letter

SIMONS MINI MARKET (Continued) **U001563827**

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 03/05/2003
Action: 13267 Requirement

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2006
Action: Remedial Progress Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603704034
Action Type: RESPONSE
Date: 04/15/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 12/01/2004
Action: Notice of Violation

Global Id: T0603704034
Action Type: ENFORCEMENT
Date: 03/30/2005
Action: Notice to Comply

LUST:
Global Id: T0603704034
Status: Open - Case Begin Date
Status Date: 07/21/1994

Global Id: T0603704034
Status: Open - Site Assessment
Status Date: 07/12/1996

Global Id: T0603704034
Status: Open - Site Assessment
Status Date: 12/11/1996

Global Id: T0603704034
Status: Open - Remediation
Status Date: 05/21/1999

Global Id: T0603704034
Status: Open - Remediation
Status Date: 02/23/2000

Global Id: T0603704034
Status: Open - Remediation
Status Date: 02/18/2004

Global Id: T0603704034
Status: Open - Remediation

SIMONS MINI MARKET (Continued) **U001563827**

Status Date: 01/19/2005

Global Id: T0603704034
Status: Open - Site Assessment
Status Date: 04/15/2005

Global Id: T0603704034
Status: Open - Remediation
Status Date: 05/03/2005

Global Id: T0603704034
Status: Open - Remediation
Status Date: 07/29/2005

Global Id: T0603704034
Status: Open - Remediation
Status Date: 10/19/2005

Global Id: T0603704034
Status: Completed - Case Closed
Status Date: 11/01/2006

Lead Agency: SWRCB
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000152
Global Id: T10000000152
Latitude: 33.961744
Longitude: -118.348802
Status: Completed - Case Closed
Status Date: 01/09/2014
Case Worker: MC
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

LUST:
Global Id: T10000000152
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T10000000152
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

SIMONS MINI MARKET (Continued) **U001563827**

LUST:
Global Id: T10000000152
Action Type: RESPONSE
Date: 03/01/2007
Action: Request for Closure

Global Id: T10000000152
Action Type: ENFORCEMENT
Date: 11/01/2006
Action: Closure/No Further Action Letter

Global Id: T10000000152
Action Type: ENFORCEMENT
Date: 07/01/2013
Action: Referral to Other State Agency

Global Id: T10000000152
Action Type: RESPONSE
Date: 09/27/1994
Action: Other Report / Document

Global Id: T10000000152
Action Type: RESPONSE
Date: 12/27/2005
Action: Request for Closure

Global Id: T10000000152
Action Type: RESPONSE
Date: 12/27/2005
Action: Request for Closure

Global Id: T10000000152
Action Type: ENFORCEMENT
Date: 11/01/2006
Action: Closure/No Further Action Letter

LUST:
Global Id: T10000000152
Status: Completed - Case Closed
Status Date: 11/01/2006

Global Id: T10000000152
Status: Open - Case Begin Date
Status Date: 08/04/2008

Global Id: T10000000152
Status: Open - Site Assessment
Status Date: 08/04/2008

Global Id: T10000000152
Status: Open - Eligible for Closure
Status Date: 11/22/2013

Global Id: T10000000152
Status: Completed - Case Closed
Status Date: 01/09/2014

SIMONS MINI MARKET (Continued) **U001563827**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-13094	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704034	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19000	
Cross Street:	HILLCREST BLVD	
Enforcement Type:	DLSEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		7/21/1994
Date Leak Record Entered:	11/3/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/24/2001
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1952.97321466139508871421107 32
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		7/12/1996
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		12/11/1996
Remediation Plan Submitted:		5/21/1999
Remedial Action Underway:		2/18/2004
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		4/4/2000
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		1300
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. SCOTT SANKEY	
RP Address:	501 E. MANCHESTER BL.	
Program:	LUST	
Lat/Long:	33.9615225 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

SIMONS MINI MARKET (Continued) **U001563827**

Assigned Name: Not reported
Summary: HIGH B & MTBE IN SOIL. GW @ 75', BUT NO GW ASSESSMENT.; 4/8/99 REMEDIAL ACTION PLAN; 4/10/00 PROG RPT SOIL REM THROUGH 3/27/00; 10/27/00 RPT FOR SOIL REMED. THRU OCT. 2000; 4/12/01 RPT FOR SOIL REMED. APRIL 2

UST:
Facility ID: 13094
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96176
Longitude: -118.3488

Facility ID: LACoFA0017385
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96169
Longitude: -118.34855

SWEEPS UST:
Status: Active
Comp Number: 13094
Number: 9
Board Of Equalization: 44-010047
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013094-000001
Tank Status: A
Capacity: 10000
Active Date: 01-08-93
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 13094
Number: 9
Board Of Equalization: 44-010047
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013094-000002
Tank Status: A
Capacity: 10000
Active Date: 01-08-93
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 13094
Number: 9
Board Of Equalization: 44-010047

SIMONS MINI MARKET (Continued) **U001563827**

Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013094-000003
Tank Status:	A
Capacity:	6000
Active Date:	01-08-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

HIST UST:

File Number:	0002864F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002864F.pdf
Region:	STATE
Facility ID:	00000020515
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	NASSER FARAHDEL
Telephone:	2136737768
Owner Name:	SIMON'S MINI MARKET
Owner Address:	501 E. MANCHESTER
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0003

Tank Num:	001
Container Num:	01
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	03
Year Installed:	1984
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	02
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

SIMONS MINI MARKET (Continued) **U001563827**

ENF:

Region:	4
Facility Id:	257184
Agency Name:	Farahdel, Nasser
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.961651
Place Longitude:	-118.348388
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	I-13094
Reg Measure Id:	168141
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported

SIMONS MINI MARKET (Continued) **U001563827**

WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	230055
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Oral Communication
Effective Date:	03/06/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-04-17
Termination Date:	03/06/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - I-13094
Description:	Staff phoned RP's consultant 3/6/00 for FTS soil vapor sampling plan & soil vapor extraction report. Consultant promised to send reports within 2 weeks.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	4
Facility Id:	257184
Agency Name:	Farahdel, Nasser
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.961651
Place Longitude:	-118.348388
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas

SIMONS MINI MARKET (Continued) **U001563827**

Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	I-13094
Reg Measure Id:	168141
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229110
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	04/04/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-04-17
Termination Date:	04/04/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - I-13094
Description:	Level 1 enforcement letter sent 4/4/00 for FTS soil vapor sampling plan & soil vapor extraction report.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00

SIMONS MINI MARKET (Continued) **U001563827**

Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

HAZNET:

envid:	U001563827
Year:	2016
GEPAID:	CAL000388411
Contact:	NASSER FARAHDEL
Telephone:	3106737768
Mailing Name:	Not reported
Mailing Address:	501 E MANCHESTER BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.275
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-13094

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	009805-009646
Facility Type:	0
Facility Status:	Removed
Area:	2E
Permit Number:	00000873T
Permit Status:	Removed

Region:	LA
Permit Category:	T
Facility Id:	009805-013094
Facility Type:	0
Facility Status:	Permit
Area:	2E
Permit Number:	00004820T
Permit Status:	Permit

D82 **TARMO & LA ROSA TEXACO** **EDR Hist Auto** **1008996214**
WNW **501 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.005 mi.
27 ft. **Site 7 of 9 in cluster D**

Relative: EDR Hist Auto
Lower

Actual:
143 ft.

Year:	Name:	Type:
1960	TARMO & LA ROSA TEXACO	Not reported
1969	COCHRANE ROBERT H	Gasoline Service Stations
1970	COCHRANE ROBERT H	Gasoline Service Stations
1980	LEE PAUL	Gasoline Service Stations
1982	LEE PAUL	Gasoline Service Stations
1983	LEE PAUL	Gasoline Service Stations
1990	SIMONS MINI MARKET	Convenience Stores
1991	SIMONS MINI MARKET	Convenience Stores
1992	SIMONS MINI MARKET	Convenience Stores
1993	SIMONS MINI MARKET	Convenience Stores
1994	SIMONS MINI MARKET	Convenience Stores
1995	SIMONS MINI MARKET	Convenience Stores
1998	SIMONS MINI MARKET	Convenience Stores
1999	SIMONS MINI MARKET	Convenience Stores
2000	SIMONS MINI MARKET	Convenience Stores
2001	SIMONS MINI MARKET	Convenience Stores
2002	SIMONS MINI MARKET	Convenience Stores
2003	SIMONS MINI MARKET	Convenience Stores

C83 **STANLEY W M** **EDR Hist Auto** **1009118293**
WNW **420 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.006 mi.
31 ft. **Site 6 of 8 in cluster C**

Relative: EDR Hist Auto
Lower

Actual:
152 ft.

Year:	Name:	Type:
1940	STANLEY W M	GASOLINE AND OIL SERVICE STATIONS

N84 **AIRPORT PARK HOTEL FORMER** **LUST** **S121307883**
South **600 PRAIRIE AVE S** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.006 mi.
34 ft. **Site 5 of 7 in cluster N**

Relative: LUST:
Lower

Actual:
134 ft.

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000011150
Global Id:	T10000011150
Latitude:	33.95564
Longitude:	-118.34323
Status:	Open - Eligible for Closure
Status Date:	01/23/2018
Case Worker:	JR
RB Case Number:	R-63615
Local Agency:	Not reported
File Location:	Not reported

AIRPORT PARK HOTEL FORMER (Continued) **S121307883**

Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T10000011150
Contact Type: Regional Board Caseworker
Contact Name: JAMES RYAN
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: West 4th Street, Suite 200
City: LOS ANGELES
Email: jamesw.ryan@waterboards.ca.gov
Phone Number: 2135766711

LUST:
Global Id: T10000011150
Action Type: Other
Date: 11/30/2017
Action: Leak Reported

Global Id: T10000011150
Action Type: REMEDIATION
Date: 06/27/2017
Action: Excavation

Global Id: T10000011150
Action Type: RESPONSE
Date: 03/26/2018
Action: Correspondence

Global Id: T10000011150
Action Type: ENFORCEMENT
Date: 01/23/2018
Action: Notification - Preclosure

Global Id: T10000011150
Action Type: RESPONSE
Date: 01/14/2018
Action: Other Report / Document

Global Id: T10000011150
Action Type: Other
Date: 11/30/2017
Action: Leak Began

Global Id: T10000011150
Action Type: ENFORCEMENT
Date: 11/30/2017
Action: Referral to Regional Board

Global Id: T10000011150
Action Type: ENFORCEMENT
Date: 12/13/2017
Action: Staff Letter

Global Id: T10000011150

AIRPORT PARK HOTEL FORMER (Continued) **S121307883**

Action Type: Other
Date: 11/30/2017
Action: Leak Discovery

LUST:
Global Id: T10000011150
Status: Open - Case Begin Date
Status Date: 11/30/2017

Global Id: T10000011150
Status: Open - Active
Status Date: 12/07/2017

Global Id: T10000011150
Status: Open - Eligible for Closure
Status Date: 01/23/2018

N85 **PINCAY RE LLC** **RCRA-LQG** **1011488191**
South **600 S PRAIRIE** **CAR000193425**
< 1/8 **INGLEWOOD, CA 90301**
0.006 mi.
34 ft. **Site 6 of 7 in cluster N**

Relative:
Lower

Actual:
134 ft.

RCRA-LQG:
Date form received by agency: 11/21/2016
Facility name: PINCAY RE LLC
Facility address: 600 S PRAIRIE
INGLEWOOD, CA 90301
EPA ID: CAR000193425
Mailing address: SOUTH PRAIRIE AVE
INGLEWOOD, CA 90301
Contact: CHRIS HOLMQUIST
Contact address: CENTER DRIVE STE 950
LOS ANGELES, CA 90045
Contact country: US
Contact telephone: 310-382-9023
Contact email: CHOLMQUIST@WILSONMEANY.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: PINCAY RE LLC
Owner/operator address: NORTH STADIUM BLVD STE 201
COLUMBIA, MO 65203

PINCAY RE LLC (Continued) **1011488191**

Owner/operator country: US
Owner/operator telephone: 310-382-9023
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/15/2014
Owner/Op end date: Not reported

Owner/operator name: PINCAY RE LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/15/2014
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 611
. Waste name: Contaminated soil from site clean-ups

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 11/24/2008
Site name: ANGELS AND DEMONS
Classification: Not a generator, verified

Date form received by agency: 07/03/2008
Site name: ANGELS AND DEMONS

PINCAY RE LLC (Continued) **1011488191**

Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

N86 **PINCAY 60-ACRE PROPERTY** **UST** **U004274424**
South **600 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.006 mi.
34 ft. **Site 7 of 7 in cluster N**

Relative: UST:
Lower
Facility ID: Not reported
Actual: Permitting Agency: Los Angeles County Fire Department
134 ft. Latitude: 33.95475
Longitude: -118.343

F87 **KELLER T D** **EDR Hist Auto** **1009116056**
WNW **201 S MARKET LN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.008 mi.
42 ft. **Site 5 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual:	Year:	Name:	Type:
139 ft.	1927	KELLER T D	GASOLINE AND OIL SERVICE STATIONS

P88 **REGAL CLEANERS** **DRYCLEANERS** **S121698037**
West **700 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.008 mi.
43 ft. **Site 1 of 3 in cluster P**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	47471
Application Number:	132108
Permit Number:	M59900
Status:	O
Representative Name:	EUI SUP HAN
Representative Telephone:	213 6741868
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

Actual:
142 ft.

P89 **REGAL CLEANERS** **DRYCLEANERS** **1000147638**
West **700 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.008 mi.
43 ft. **Site 2 of 3 in cluster P**

Relative: DRYCLEANERS:
Lower

EPA Id:	CAD981631872
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/10/1987
Facility Active:	No
Inactive Date:	06/30/2009
Facility Addr2:	Not reported
Owner Name:	DAE SIK KIM
Owner Address:	700 E MANCHESTER BLVD
Owner Address 2:	Not reported
Owner Telephone:	3106741868
Contact Name:	DAE SIK KIM
Contact Address:	700 E MANCHESTER BLVD
Contact Address 2:	Not reported
Contact Telephone:	3106741868
Mailing Name:	Not reported
Mailing Address 1:	3/20 SEPULVEDA BLVD #216
Mailing Address 2:	Not reported
Mailing City:	TORRANCE
Mailing State:	CA
Mailing Zip:	905050000
Owner Fax:	0000000000
Region Code:	3

Actual:
142 ft.

EPA Id:	CAL000338697
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/09/2008
Facility Active:	Yes
Inactive Date:	Not reported

REGAL CLEANERS (Continued) **1000147638**

Facility Addr2:	Not reported
Owner Name:	YOUNG & TIM, INC.
Owner Address:	700 E MANCHESTER BLVD
Owner Address 2:	Not reported
Owner Telephone:	3106741868
Contact Name:	YOUNG MI CHUNG / PRESIDENT
Contact Address:	700 E MANCHESTER BLVD
Contact Address 2:	Not reported
Contact Telephone:	3106741868
Mailing Name:	Not reported
Mailing Address 1:	700 E MANCHESTER BLVD
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903011912
Owner Fax:	3106741868
Region Code:	3

DRYCLEAN SOUTH COAST:

Facility ID:	186491
Application Number:	600183
Permit Number:	Not reported
Status:	A
Representative Name:	YOUNG MI CHOI
Representative Telephone:	310 6741868
Permit Status:	Not reported
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	375.6000061
UTM North:	3758.3400879

Facility ID:	61955
Application Number:	172506
Permit Number:	D03346
Status:	A
Representative Name:	DAE SIK KIM
Representative Telephone:	310 6741868
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.5920105
UTM North:	3758.3310547

Facility ID:	61955
Application Number:	277616
Permit Number:	D70207
Status:	A
Representative Name:	DAE SIK KIM
Representative Telephone:	310 6741868
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	375.5920105
UTM North:	3758.3310547

P90 **REGAL CLEANERS** **EDR Hist Cleaner** **1009126703**
West **700 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.008 mi.
43 ft. **Site 3 of 3 in cluster P**

Relative: EDR Hist Cleaner
Lower

Actual: **142 ft.**

Year:	Name:	Type:
1987	REGAL CLEANERS	Coin-Operated Laundries And Cleaning
1988	REGAL CLEANERS	Coin-Operated Laundries And Cleaning
1990	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1991	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1992	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1993	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1994	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1995	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1996	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1997	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1998	REGAL CLEANERS	Not reported
1998	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
1999	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2000	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2001	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2002	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2003	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2004	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2005	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2006	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2007	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2008	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2009	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2010	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2011	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2012	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2013	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC
2014	REGAL CLEANERS	Coin-Operated Laundries And Cleaning, NEC

D91 **VONS 502** **RCRA-SQG** **1000369392**
WNW **500 E MANCHESTER BLVD** **SWEEPS UST** **CAD078836129**
< 1/8 **INGLEWOOD, CA 90301** **HIST UST**
0.008 mi. **FINDS**
43 ft. **Site 8 of 9 in cluster D** **ECHO**

Relative: RCRA-SQG:
Lower

Actual: **147 ft.**

Date form received by agency:	06/06/1994
Facility name:	VONS 502
Facility address:	500 E MANCHESTER BLVD INGLEWOOD, CA 90301
EPA ID:	CAD078836129
Contact:	MICHAEL COURTIS
Contact address:	500 E MANCHESTER BLVD INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-677-0286
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

VONS 502 (Continued) **1000369392**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	VONS INC
Owner/operator address:	618 MICHILLINA ARCADIA, CA 91106
Owner/operator country:	Not reported
Owner/operator telephone:	818-821-7000
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

SWEEPS UST:

Status:	Active
Comp Number:	9429
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported

VONS 502 (Continued) **1000369392**

Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 0002828D
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002828D.pdf
Region: STATE
Facility ID: 00000034038
Facility Type: Other
Other Type: GENERAL MERCHANDISE
Contact Name: RETAIL STORE #1138
Telephone: 2136720161
Owner Name: SEARS, ROEBUCK, AND CO.
Owner Address: 900 S. FREMONT AV.
Owner City,St,Zip: ALHAMBRA, CA 91802
Total Tanks: 0010

Tank Num: 001
Container Num: 8
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 9
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 10
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE

VONS 502 (Continued) **1000369392**

Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 006
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 007
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 008
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 009
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 010
Container Num: 7
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

VONS 502 (Continued) **1000369392**

Click here for Geo Tracker PDF:

FINDS:

Registry ID: 110055782906

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000369392
Registry ID: 110055782906
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110055782906

D92 **2502 VONS A SAFEWAY COMPANY** **UST** **U004265715**
WNW **500 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.008 mi.
43 ft. **Site 9 of 9 in cluster D**

Relative: UST:
Lower Facility ID: LACoFA0032369
Actual: Permitting Agency: Los Angeles County Fire Department
147 ft. Latitude: 33.96061
Longitude: -118.3489

F93 **WISE TIRE CO** **EDR Hist Auto** **1009116174**
WNW **200 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.009 mi.
45 ft. **Site 6 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
142 ft. 1935 WISE TIRE CO GASOLINE AND OIL SERVICE STATIONS

I94 **UNOCAL #5050 (FORMER)** **LUST** **S101583306**
South **4000 CENTURY BLVD W** **SWEEPS UST** **N/A**
< 1/8 **INGLEWOOD, CA 90304** **CA FID UST**
0.009 mi. **HIST CORTESE**
46 ft. **Site 3 of 9 in cluster I** **LOS ANGELES CO. HMS**

Relative:
Lower

Actual:
90 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703538
Global Id:	T0603703538
Latitude:	33.944958
Longitude:	-118.344334
Status:	Completed - Case Closed
Status Date:	10/22/1996
Case Worker:	YR
RB Case Number:	I-09966
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603703538
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703538
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603703538
Action Type:	Other
Date:	11/06/1991
Action:	Leak Reported

Global Id:	T0603703538
Action Type:	Other
Date:	09/11/1991
Action:	Leak Discovery

LUST:

Global Id:	T0603703538
Status:	Open - Case Begin Date
Status Date:	09/11/1991

UNOCAL #5050 (FORMER) (Continued) **S101583306**

Global Id: T0603703538
Status: Open - Site Assessment
Status Date: 11/06/1991

Global Id: T0603703538
Status: Completed - Case Closed
Status Date: 10/22/1996

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09966
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603703538
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: PRAIRIE
Enforcement Type: Not reported
Date Leak Discovered: 9/11/1991
Date Leak First Reported: 11/6/1991
Date Leak Record Entered: 12/19/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 2/13/1997
Date the Case was Closed: 10/22/1996
How Leak Discovered: Subsurface Monitoring
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4615.911038115489417348170509
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 11/6/1991
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

UNOCAL #5050 (FORMER) (Continued) **S101583306**

Responsible Party: UNOCAL CORPORATION
RP Address: 376 S VALENCIA AVE, BREA CA 92621
Program: LUST
Lat/Long: 33.9452929 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 09/30/96 QUARTERLY MONITORING REPORT

SWEEPS UST:
Status: Active
Comp Number: 9966
Number: 9
Board Of Equalization: 44-001057
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009966-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 2

Status: Active
Comp Number: 9966
Number: 9
Board Of Equalization: 44-001057
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009966-000002
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19003322
Regulated By: UTNKA
Regulated ID: 00017310
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 3701 WILSHIRE BLVD

UNOCAL #5050 (FORMER) (Continued) **S101583306**

Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09966

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010101-009966
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 00001404T
Permit Status: Removed

I95 **COIN LAUNDRY** **EDR Hist Cleaner** **1009126697**
South **10023 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.009 mi.
46 ft. **Site 4 of 9 in cluster I**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
90 ft. 1998 COIN LAUNDRY Not reported

B96 **BENTON N T** **EDR Hist Auto** **1009116025**
NW **303 E REGENT ST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.010 mi.
53 ft. **Site 4 of 6 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1931 BENTON N T AUTOMOBILE REPAIRING

E97 **STANDARD STATIONS INC** **EDR Hist Auto** **1008993869**
NW **831 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.010 mi.
53 ft. **Site 2 of 2 in cluster E**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
158 ft. 1960 STANDARD STATIONS INC Not reported

B98 **BENDON I G** **EDR Hist Auto** **1009115366**
NW **304 E REGENT** **N/A**
< 1/8 **INGLEWOOD, CA**
0.010 mi.
54 ft. **Site 5 of 6 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1935 BENDON I G AUTOMOBILE REPAIRING

O99 **INGLEWOOD DYE WORKS** **EDR Hist Cleaner** **1009210726**
WNW **112 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.013 mi.
66 ft. **Site 2 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
148 ft. 1927 INGLEWOOD DYE WORKS RUG AND CARPET CLEANERS
1927 INGLEWOOD DYE WORKS HAT CLEANERS AND BLOCKERS
1927 INGLEWOOD DYE WORKS DRY CLEANERS
1927 INGLEWOOD DYE WORKS CLEANERS AND DYERS
1927 INGLEWOOD DYE WORKS DYERS AND CLEANERS
1927 INGLEWOOD DYE WORKS LACE CURTAIN CLEANERS

F100 **HONAKER NASH MOTOR CO** **EDR Hist Auto** **1009116020**
WNW **223 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.013 mi.
68 ft. **Site 7 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
139 ft. 1931 HONAKER NASH MOTOR CO GASOLINE AND OIL SERVICE STATIONS
1931 HONAKER NASH MOTOR CO AUTOMOBILE REPAIRING
1931 HONAKER NASH MOTOR CO AUTOMOBILE GARAGES

C101 **GILES D I** **EDR Hist Auto** **1009116486**
WNW **206 S LOCUST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.015 mi.
80 ft. **Site 7 of 8 in cluster C**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
151 ft. 1927 QUICK SERVICE GARAGE AUTOMOBILE GARAGES

B102 **MOORE R L** **EDR Hist Cleaner** **1009213504**
NW **205 N MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.016 mi.
82 ft. **Site 6 of 6 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
148 ft. 1935 MOORE R L CLOTHES PRESSERS AND CLEANERS

A103 **TRINITY BUILDING - EAST PARKING LOT** **CPS-SLIC** **S106387150**
NW **301 FLORENCE** **N/A**
< 1/8 **INGLEWOOD, CA 90302**
0.017 mi.
89 ft. **Site 11 of 11 in cluster A**

Relative: SLIC REG 4:
Lower Region: 4
Actual: Facility Status: Inactive
148 ft. SLIC: 0858B
Substance: TPH
Staff: Jenny Au

F104 **STADLER R J** **EDR Hist Auto** **1009116081**
WNW **216 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.020 mi.
106 ft. **Site 8 of 9 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
142 ft. 1935 STADLER R J GASOLINE AND OIL SERVICE STATIONS

J105
South
< 1/8
0.022 mi.
114 ft.

TONY'S MOBIL SERVICE
901 S PRAIRIE
INGLEWOOD, CA 90300

EDR Hist Auto **1008993870**
N/A

Site 9 of 9 in cluster J

Relative:
Lower

Actual:
120 ft.

EDR Hist Auto

Year:	Name:	Type:
1960	TONY'S MOBIL SERVICE	Not reported
1969	CRULL RALPH	Gasoline Service Stations
1970	CRULL RALPH	Gasoline Service Stations
1971	CRULL RALPH	Gasoline Service Stations
1972	CRULL RALPH	Gasoline Service Stations
1973	CRULL RALPH	Gasoline Service Stations
1974	CRULL RALPH	Gasoline Service Stations
1975	CRULL RALPH	Gasoline Service Stations

O106
WNW
< 1/8
0.022 mi.
118 ft.

BENDON I G
304 E QUEEN
INGLEWOOD, CA

EDR Hist Auto **1009116024**
N/A

Site 3 of 8 in cluster O

Relative:
Lower

Actual:
149 ft.

EDR Hist Auto

Year:	Name:	Type:
1931	BENDON I G	AUTOMOBILE REPAIRING

I107
South
< 1/8
0.024 mi.
127 ft.

CHEVRON 206907
4015 W CENTURY BLVD.
INGLEWOOD, CA 90304

RCRA-LQG **1006805287**
FINDS **CAR000125500**
ECHO

Site 5 of 9 in cluster I

Relative:
Lower

Actual:
91 ft.

RCRA-LQG:

Date form received by agency:	02/19/2008
Facility name:	CHEVRON 206907
Facility address:	4015 W CENTURY BLVD. INGLEWOOD, CA 90304
EPA ID:	CAR000125500
Mailing address:	PO BOX 6004 SAN RAMON, CA 94583
Contact:	KATHY L NORRIS
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	925-842-5931
Contact email:	NAWTDESK@CHEVRON.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1

CHEVRON 206907 (Continued) **1006805287**

kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	CHEVRON PRODUCTS CO.
Owner/operator address:	PO BOX 6004
	SAN RAMON, CA 94583
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/31/1997
Owner/Op end date:	Not reported

Owner/operator name:	CHEVRON PRODUCTS CO
Owner/operator address:	P O BOX 6004
	SAN RAMON, CA 94583
Owner/operator country:	Not reported
Owner/operator telephone:	925-842-5931
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CHEVRON PRODUCTS CO.
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	12/31/1997
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No

CHEVRON 206907 (Continued) **1006805287**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Historical Generators:
Date form received by agency: 06/17/2002
Site name: CHEVRON STATION NO 206907
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110013292034

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1006805287
Registry ID: 110013292034
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110013292034

I108 **CHEVRON STATIONS INC** **EDR Hist Auto** **1020882738**
South **4015 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.024 mi.
127 ft. **Site 6 of 9 in cluster I**

Relative: EDR Hist Auto
Lower

Actual: **91 ft.**

Year:	Name:	Type:
2000	CHEVRON STATIONS INC	Gasoline Service Stations
2001	CHEVRON STATIONS INC	Gasoline Service Stations
2002	CHEVRON STATIONS INC	Gasoline Service Stations
2003	CHEVRON STATIONS INC	Gasoline Service Stations
2004	CHEVRON STATIONS INC	Gasoline Service Stations
2005	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2006	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2007	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2008	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2009	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2010	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2011	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2012	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2013	CHEVRON STATIONS INC	Gasoline Service Stations, NEC
2014	CHEVRON STATIONS INC	Gasoline Service Stations, NEC

I109 **CHEVRON USA SS 206907** **UST** **U003777811**
South **4015 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.024 mi.
127 ft. **Site 7 of 9 in cluster I**

Relative: UST:
Lower

Actual: **91 ft.**

Facility ID:	25281
Permitting Agency:	LOS ANGELES COUNTY
Latitude:	33.9471294
Longitude:	-118.3432287

Facility ID:	LACoFA0007105
Permitting Agency:	Los Angeles County Fire Department
Latitude:	33.94582
Longitude:	-118.34447

O110 **RED CAP CLEANERS AND DYERS** **EDR Hist Cleaner** **1009212491**
WNW **306 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.024 mi.
129 ft. **Site 4 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual: **149 ft.**

Year:	Name:	Type:
1927	RED CAP CLEANERS AND DYERS	RUG AND CARPET CLEANERS
1927	BED CAP CLEANERS AND DYERS	HAT CLEANERS AND BLOCKERS
1927	RED CAP CLEANERS AND DYERS	LACE CURTAIN CLEANERS
1927	BED CAP CLEANERS AND DYERS	DRY CLEANERS
1927	RED CAP CLEANERS AND DYERS	CLEANERS AND DYERS
1927	RED CAP CLEANERS AND DYERS	DYERS AND CLEANERS
1931	RED CAP CLEANERS & DYERS	CLOTHES PRESSERS AND CLEANERS

O111 **COURY S A** **EDR Hist Cleaner** **1009214489**
WNW **308 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.027 mi.
140 ft. **Site 5 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
149 ft. 1940 COURY S A CLOTHES PRESSERS AND CLEANERS

Q112 **DIAGNOSTIC IMAGING CTR OF INGLEWOOD** **RCRA-SQG** **1000819321**
WNW **110 S LA BREA AVE STE 150** **FINDS** **CAD983652983**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.032 mi. **HAZNET**
168 ft. **Site 1 of 2 in cluster Q**

Relative: RCRA-SQG:
Lower
Date form received by agency: 11/17/1992
Actual: Facility name: DIAGNOSTIC IMAGING CTR OF INGLEWOOD
138 ft. Facility address: 110 S LA BREA AVE STE 150
INGLEWOOD, CA 90301
EPA ID: CAD983652983
Mailing address: S LA BREA AVE STE 150
INGLEWOOD, CA 90301
Contact: CARON KUHL
Contact address: 110 S LA BREA AVE STE 150
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 310-671-6000
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: WES R BROWN REALTY CO
Owner/operator address: 110 N LA BREA AVE
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 213-674-8593
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

DIAGNOSTIC IMAGING CTR OF INGLEWOOD (Continued) **1000819321**

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002887760

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000819321
Registry ID: 110002887760
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002887760

HAZNET:
envid: 1000819321
Year: 1998
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981005222
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .0208
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1998
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO

DIAGNOSTIC IMAGING CTR OF INGLEWOOD (Continued) **1000819321**

Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0208
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1997
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0208
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1997
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150
Mailing City,St,Zip: INGLEWOOD, CA 903014624
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Recycler
Tons: .0025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819321
Year: 1997
GEPAID: CAD983652983
Contact: WES R BROWN REALTY CO
Telephone: 2136748593
Mailing Name: Not reported
Mailing Address: 110 S LA BREA AVE STE 150

DIAGNOSTIC IMAGING CTR OF INGLEWOOD (Continued) **1000819321**

Mailing City,St,Zip:	INGLEWOOD, CA 903014624
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	Recycler
Tons:	.0208
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

R113 **WILSON GO GET EM** **EDR Hist Cleaner** **1009212493**
WNW **225 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.034 mi.
181 ft. **Site 1 of 3 in cluster R**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
138 ft. 1931 WILSON GO GET EM CLOTHES PRESSERS AND CLEANERS

F114 **COURY SAML** **EDR Hist Cleaner** **1009213096**
WNW **231 E MANCHESTER AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.035 mi.
184 ft. **Site 9 of 9 in cluster F**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
134 ft. 1935 COURY SAML CLOTHES PRESSERS AND CLEANERS

I115 **SERVICE STATION 5050** **HIST UST** **U001563890**
South **4000 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.036 mi.
188 ft. **Site 8 of 9 in cluster I**

Relative: HIST UST:
Lower

Actual:
89 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000017310
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	SI KYUN SONG
Telephone:	2134197153
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BLVD SUITE 830
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0002

SERVICE STATION 5050 (Continued) **U001563890**

Tank Num:	001
Container Num:	5050-2
Year Installed:	1983
Tank Capacity:	00011763
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	002
Container Num:	5050-1
Year Installed:	1983
Tank Capacity:	00011763
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

I116 **YOONS UNION SERVICE** **EDR Hist Auto** **1020221746**
South **4000 W CENTURY BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.036 mi.
188 ft. **Site 9 of 9 in cluster I**

Relative: EDR Hist Auto
Lower

Actual: **89 ft.**

Year:	Name:	Type:
1975	YOONS UNION SERVICE	Gasoline Service Stations
1976	YOONS UNION SERVICE	Gasoline Service Stations
1977	YOONS UNION SERVICE	Gasoline Service Stations
1978	YOONS UNION SERVICE	Gasoline Service Stations
1979	YOONS UNION SERVICE	Gasoline Service Stations
1989	LEES UNION	Gasoline Service Stations
1991	LEES UNION	Gasoline Service Stations
1992	LEES UNION	Gasoline Service Stations
1993	LEES UNION	Gasoline Service Stations

C117 **FIRESTONE STORE 2735** **HIST UST** **1000222886**
WNW **401 EAST HILLCREST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.041 mi.
214 ft. **Site 8 of 8 in cluster C**

Relative: HIST UST:
Lower

Actual: **151 ft.**

File Number:	000267B0
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000267B0.pdf
Region:	STATE
Facility ID:	00000050479
Facility Type:	Other
Other Type:	AUTO SERVICE CTR.
Contact Name:	ROBERT POPE
Telephone:	2136741134
Owner Name:	FIRESTONE TIRE & RUBBER CO.
Owner Address:	1200 FIRESTONE PARKWAY
Owner City,St,Zip:	AKRON, OH 44317
Total Tanks:	0001

FIRESTONE STORE 2735 (Continued) **1000222886**

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000055
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

O118 **GIL'S CLEANERS** **EDR Hist Cleaner** **1009126585**
WNW **312 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.047 mi.
247 ft. **Site 6 of 8 in cluster O**

Relative: EDR Hist Cleaner
Lower

Actual:
151 ft.

Year:	Name:	Type:
1960	GIL'S CLEANERS	Not reported
1979	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1980	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1982	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1983	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs
1985	GILS DRY CLEANERS	Drycleaning Plants, Except Rugs

O119 **GIL'S CLEANERS** **DRYCLEANERS** **S121698815**
WNW **312 E QUEEN ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.047 mi.
247 ft. **Site 7 of 8 in cluster O**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual:
151 ft.

Facility ID:	6016
Application Number:	A66506
Permit Number:	P44613
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

S120 **YOUNG N W** **EDR Hist Cleaner** **1009212494**
WNW **215 E REGENT** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
251 ft. **Site 1 of 9 in cluster S**

Relative: EDR Hist Cleaner
Lower

Actual: **143 ft.**

Year:	Name:	Type:
1931	YOUNG N W	DRY CLEANERS
1931	YOUNG N W	DYERS AND CLEANERS
1931	YOUNG N W	RUG CLEANING AND RENOVATING
1931	YOUNG N W	CLOTHES PRESSERS AND CLEANERS
1931	YOUNG N W	CLEANERS GARMENTS CURTAINS AND DRAPERIES
1931	YOUNG N W	HAT CLEANERS AND BLOCKERS
1935	BEITCH J E	CLOTHES PRESSERS AND CLEANERS
1940	VEITCH D E	CLOTHES PRESSERS AND CLEANERS

S121 **BUFFINGTON PONTIAC CO** **EDR Hist Auto** **1009116617**
NW **204 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
251 ft. **Site 2 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual: **142 ft.**

Year:	Name:	Type:
1940	BUFFINGTON PONTIAC CO	AUTOMOBILE REPAIRING

S122 **INGLEWOOD SERVICE GARAGE** **EDR Hist Auto** **1009116627**
NW **214 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
251 ft. **Site 3 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual: **140 ft.**

Year:	Name:	Type:
1940	INGLEWOOD SERVICE GARAGE	AUTOMOBILE REPAIRING

R123 **BAUM C L** **EDR Hist Auto** **1008995876**
WNW **202 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.048 mi.
253 ft. **Site 2 of 3 in cluster R**

Relative: EDR Hist Auto
Lower

Actual: **132 ft.**

Year:	Name:	Type:
1960	FINLEY E H SERVICE STATION	Not reported

124
NW
< 1/8
0.054 mi.
284 ft.

AFTON FRANK H CO — **EDR Hist Auto** — **1009116225**
240 N MARKET — **N/A**
INGLEWOOD, CA

Relative: Higher
Actual: 157 ft.

EDR Hist Auto

Year:	Name:	Type:
1940	AFTON FRANK H CO	AUTOMOBILE GARAGES
1940	AFTON FRANK H CO	AUTOMOBILE REPAIRING

O125
WNW
< 1/8
0.058 mi.
305 ft.

THOMPSON ANNA MRS — **EDR Hist Cleaner** — **1009213509**
341 E QUEEN — **N/A**
INGLEWOOD, CA

Site 8 of 8 in cluster O

Relative: Lower
Actual: 152 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1935	THOMPSON ANNA MRS	CLOTHES PRESSERS AND CLEANERS

T126
WNW
< 1/8
0.058 mi.
307 ft.

CVS PHARMACY #9578 — **RCRA-LQG** — **1016140120**
3120 IMPERIAL HIGHWAY — **CAR000237347**
INGLEWOOD, CA 90303

Site 1 of 13 in cluster T

Relative: Lower
Actual: 131 ft.

RCRA-LQG:

Date form received by agency:	08/29/2016
Facility name:	CVS PHARMACY #9578
Facility address:	3120 IMPERIAL HIGHWAY INGLEWOOD, CA 90303
EPA ID:	CAR000237347
Mailing address:	CVS DR MAIL DROP 23062A WOONSOCKET, RI 02895
Contact:	NICOLE WILKINSON
Contact address:	CVS DR MAIL CODE 2340 WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-770-7132
Contact email:	NICOLE.WILKINSON@CVSHEALTH.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

CVS PHARMACY #9578 (Continued) **1016140120**

Owner/Operator Summary:

Owner/operator name:	GARFIELD BEACH CVS LLC
Owner/operator address:	ONE CVS DR
	WOONSOCKET, RI 02895
Owner/operator country:	US
Owner/operator telephone:	401-765-1500
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/11/2009
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS, L.L.C.
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	05/29/2009
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS LLC
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	05/29/2009
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS, L.L.C.
Owner/operator address:	CVS DR
	WOONSOCKET, RI 02895
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/11/2009
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

CVS PHARMACY #9578 (Continued) **1016140120**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, &

CVS PHARMACY #9578 (Continued) **1016140120**

SALTS

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Historical Generators:
Date form received by agency: 03/27/2013
Site name: CVS PHARMACY NO 9578
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D009
. Waste name: MERCURY

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 244

CVS PHARMACY #9578 (Continued) **1016140120**

Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs):	16
Waste code:	D007
Waste name:	CHROMIUM
Amount (Lbs):	76
Waste code:	D009
Waste name:	MERCURY
Amount (Lbs):	71
Waste code:	D010
Waste name:	SELENIUM
Amount (Lbs):	76
Waste code:	D024
Waste name:	M-CRESOL
Amount (Lbs):	71
Waste code:	P001
Waste name:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs):	37
Waste code:	P075
Waste name:	NICOTINE, & SALTS
Amount (Lbs):	31
Waste code:	U002
Waste name:	ACETONE (I)
Amount (Lbs):	71
Waste code:	U129
Waste name:	CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA,2ALPHA,3BETA,4ALPHA,5ALPHA,6BETA)-
Amount (Lbs):	71
Waste code:	U205
Waste name:	SELENIUM SULFIDE
Amount (Lbs):	71

Violation Status: No violations found

U127
WNW
< 1/8
0.058 mi.
307 ft.

LOS ANGELES AIRPORT 25R LOC — **UST** — **U003780561**
25R S LOCUST ST — **N/A**
INGLEWOOD, CA 90301

Site 1 of 4 in cluster U

Relative:
Lower

Actual:
153 ft.

UST:

Facility ID:	24124
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	33.96274
Longitude:	-118.35039

V128
NW
< 1/8
0.059 mi.
312 ft.

FUJITA CORPORATION — **LUST** — **S106116202**
230 LA BREA AVE. N. — **N/A**
INGLEWOOD, CA 90301

Site 1 of 4 in cluster V

Relative:
Lower

Actual:
132 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603707095
Global Id:	T0603707095
Latitude:	33.966599
Longitude:	-118.352689
Status:	Completed - Case Closed
Status Date:	09/10/2003
Case Worker:	TS
RB Case Number:	R-37884
Local Agency:	LOS ANGELES COUNTY
File Location:	Local Agency
Local Case Number:	27016-37884
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603707095
Contact Type:	Local Agency Caseworker
Contact Name:	TIM SMITH
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	tsmith@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603707095
Contact Type:	Regional Board Caseworker
Contact Name:	UNKNOWN
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W 4TH STREET
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

LUST:

Global Id:	T0603707095
Action Type:	Other
Date:	10/07/2002
Action:	Leak Reported

FUJITA CORPORATION (Continued) **S106116202**

Global Id: T0603707095
Action Type: Other
Date: 09/10/2002
Action: Leak Stopped

Global Id: T0603707095
Action Type: ENFORCEMENT
Date: 09/10/2003
Action: Closure/No Further Action Letter

Global Id: T0603707095
Action Type: Other
Date: 09/10/2002
Action: Leak Discovery

LUST:
Global Id: T0603707095
Status: Open - Case Begin Date
Status Date: 09/10/2002

Global Id: T0603707095
Status: Open - Site Assessment
Status Date: 10/07/2002

Global Id: T0603707095
Status: Completed - Case Closed
Status Date: 09/10/2003

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-37884
Status: Preliminary site assessment underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 27016-37884
Case Type: Undefined
Abatement Method Used at the Site: Not reported
Global ID: T0603707095
W Global ID: Not reported
Staff: Not reported
Local Agency: 19000
Cross Street: BEACH AVE.
Enforcement Type: Not reported
Date Leak Discovered: 9/10/2002
Date Leak First Reported: 10/7/2002
Date Leak Record Entered: Not reported
Date Confirmation Began: 10/7/2002
Date Leak Stopped: 9/10/2002
Date Case Last Changed on Database: Not reported
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Close Tank
Cause of Leak: UNK

FUJITA CORPORATION (Continued) **S106116202**

Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		10/7/2002
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		0
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LARS HELLMONT	
RP Address:	6167 BRISTOL PARKWAY, SUITE #390	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

T129 **THE NEW WORLD JEWELERS INC** **RCRA-SQG** **1001022995**
WNW **170 S LABREA AVE** **FINDS** **CAR000003467**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.060 mi. **HAZNET**
318 ft. **Site 2 of 13 in cluster T**

Relative: **Lower**

Actual: **131 ft.**

RCRA-SQG:

Date form received by agency:	06/09/1995
Facility name:	THE NEW WORLD JEWELERS INC
Facility address:	170 S LABREA AVE INGLEWOOD, CA 90301
EPA ID:	CAR000003467
Mailing address:	S LABREA AVE INGLEWOOD, CA 90301
Contact:	KEN DAYAN
Contact address:	170 S LABREA AVE INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-677-0500
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

THE NEW WORLD JEWELERS INC (Continued) **1001022995**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ELI WEINGARTEN
Owner/operator address:	5455 SYLMAR AVE NO 2703 SHERMAN OAKS, CA 91401
Owner/operator country:	Not reported
Owner/operator telephone:	818-786-3138
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002906482

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1001022995
Registry ID:	110002906482
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002906482

THE NEW WORLD JEWELERS INC (Continued) **1001022995**

HAZNET:

envid:	1001022995
Year:	1998
GEPAID:	CAR000003467
Contact:	ELI WEINGARTEN
Telephone:	3106770500
Mailing Name:	Not reported
Mailing Address:	170 S LA BREA AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903011714
Gen County:	Not reported
TSD EPA ID:	AZD980695332
TSD County:	Not reported
Waste Category:	Liquids with cyanides >= 1,000 Mg./L
Disposal Method:	Recycler
Tons:	.4587
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1001022995
Year:	1995
GEPAID:	CAR000003467
Contact:	ELI WEINGARTEN
Telephone:	3106770500
Mailing Name:	Not reported
Mailing Address:	170 S LA BREA AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903011714
Gen County:	Not reported
TSD EPA ID:	CAT000612150
TSD County:	Not reported
Waste Category:	Liquids with cyanides >= 1,000 Mg./L
Disposal Method:	Not reported
Tons:	.6880
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

130
NW
< 1/8
0.060 mi.
319 ft.

CVS PHARMACY #8837 **RCRA-LQG** **1015740237**
222 NORTH MARKET STREET **CAR000229179**
INGLEWOOD, CA 90301

Relative:
Higher

Actual:
155 ft.

RCRA-LQG:

Date form received by agency:	08/25/2016
Facility name:	CVS PHARMACY #8837
Facility address:	222 NORTH MARKET STREET INGLEWOOD, CA 90301
EPA ID:	CAR000229179
Mailing address:	CVS DR MAIL DROP 23062A WOONSOCKET, RI 02895
Contact:	NICOLE WILKINSON
Contact address:	CVS DR MAIL CODE 2340 WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-770-7132

CVS PHARMACY #8837 (Continued) **1015740237**

Contact email: NICOLE.WILKINSON@CVSHEALTH.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: GARFIELD BEACH CVS, L.L.C.
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/02/2006
Owner/Op end date: Not reported

Owner/operator name: INGLEWOOD PORTFOLIO LLC
Owner/operator address: S HILL ST STE 371
LOS ANGELES, CA 90014
Owner/operator country: US
Owner/operator telephone: 213-614-9999
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 12/11/2009
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

CVS PHARMACY #8837 (Continued) **1015740237**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA,

CVS PHARMACY #8837 (Continued) **1015740237**

5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Historical Generators:
Date form received by agency: 03/01/2014
Site name: CVS PHARMACY #8837
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 123
. Waste name: Unspecified alkaline solution

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 134
. Waste name: Aqueous solution with <10% total organic residues

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 541
. Waste name: Photochemicals / photo processing waste

. Waste code: 561
. Waste name: Detergent and soap

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D016
. Waste name: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

. Waste code: D018
. Waste name: BENZENE

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D027
. Waste name: 1,4-DICHLOROBENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P012
. Waste name: ARSENIC OXIDE AS2O3 (OR) ARSENIC TRIOXIDE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste code: P188
. Waste name: BENZOIC ACID, 2-HYDROXY-, COMPD. WITH (3AS-CIS)-1,2,3,3A,8,8A-HEXAHYDRO-1,3A,8-TRIMETHYLPYRROLO[2,3-B]INDOL-5-YL METHYLCARBAMATE ESTER (1:1) (OR) PHYSOSTIGMINE SALICYLATE

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U010
. Waste name: AZIRINO [2',3':3,4]PYRROLO[1,2-A]INDOLE-4,7-DIONE, 6-AMINO-8-[[(AMINOCARBONYL)OXY]METHYL]-1,1A,2,8,8A,8B-HEXAHYDRO-8A-METHOXY-5-METHYL-, [1AS-(1AALPHA, 8BETA, 8AALPHA, 8BALPHA)]- (OR) MITOMYCIN C

. Waste code: U031
. Waste name: 1-BUTANOL (I) (OR) N-BUTYL ALCOHOL (I)

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U035
. Waste name: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

. Waste code: U044
. Waste name: CHLOROFORM (OR) METHANE, TRICHLORO-

. Waste code: U058
. Waste name: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

. Waste code: U059
. Waste name: 5,12-NAPHTHACENEDIONE, 8-ACETYL-10-[(3-AMINO-2,3,6-TRIDEOXY)-ALPHA-L-LYXO-HEXOPYRANOSYL)OXY]-7,8,9,10-TETRAHYDRO-6,8,11-TRIHYDROXY-1-METHOXY-, (8S-CIS)- (OR) DAUNOMYCIN

. Waste code: U070
. Waste name: BENZENE, 1,2-DICHLORO- (OR) O-DICHLOROBENZENE

. Waste code: U072
. Waste name: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

. Waste code: U089
. Waste name: DIETHYLSTILBESTEROL (OR) PHENOL, 4,4'-(1,2-DIETHYL-1,2-ETHENEDIYL)BIS, (E)-

. Waste code: U122
. Waste name: FORMALDEHYDE

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U132
. Waste name: HEXACHLOROPHENE (OR) PHENOL, 2,2'-METHYLENEBIS[3,4,6-TRICHLORO-

. Waste code: U150

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste name: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

. Waste code: U151
. Waste name: MERCURY

. Waste code: U154
. Waste name: METHANOL (I) (OR) METHYL ALCOHOL (I)

. Waste code: U165
. Waste name: NAPHTHALENE

. Waste code: U188
. Waste name: PHENOL

. Waste code: U200
. Waste name: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

. Waste code: U201
. Waste name: 1,3-BENZENEDIOL (OR) RESORCINOL

. Waste code: U204
. Waste name: SELENIOUS ACID (OR) SELENIUM DIOXIDE

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

. Waste code: U206
. Waste name: D-GLUCOSE, 2-DEOXY-2-[[(METHYLNITROSOAMINO)-CARBONYL]AMINO]- (OR) GLUCOPYRANOSE, 2-DEOXY-2-(3-METHYL-3-NITROSOUREIDO)-,D- (OR) STREPTOZOTOCIN

. Waste code: U210
. Waste name: ETHENE, TETRACHLORO- (OR) TETRACHLOROETHYLENE

. Waste code: U279
. Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

. Waste code: U411
. Waste name: PHENOL, 2-(1-METHYLETHOXY)-, METHYLCARBAMATE (OR) PROPOXUR

Date form received by agency: 09/04/2012
Site name: CVS PHARMACY NO 8837
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

CVS PHARMACY #8837 (Continued) **1015740237**

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 567

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 74

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 37

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 289

Waste code: D010
Waste name: SELENIUM
Amount (Lbs): 37

Waste code: D024
Waste name: M-CRESOL
Amount (Lbs): 274

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 34

Waste code: P075

CVS PHARMACY #8837 (Continued) **1015740237**

Waste name: NICOTINE, & SALTS
Amount (Lbs): 29

Waste code: U002
Waste name: ACETONE (I)
Amount (Lbs): 400

Waste code: U129
Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA,2ALPHA,3BETA,4ALPHA,5ALPHA,6BETA)-
Amount (Lbs): 274

Waste code: U205
Waste name: SELENIUM SULFIDE
Amount (Lbs): 274

Violation Status: No violations found

S131 **UNION OIL SERVICE** **EDR Hist Auto** **1009118296**
NW **220 N LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA**
0.062 mi.
325 ft. **Site 4 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
136 ft. 1940 UNION OIL SERVICE GASOLINE AND OIL SERVICE STATIONS

W132 **MTA** **LUST** **S118154629**
NW **317 FLORENCE AVE E** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.062 mi.
330 ft. **Site 1 of 3 in cluster W**

Relative: LUST:
Lower
Actual: Lead Agency: LOS ANGELES RWQCB (REGION 4)
152 ft. Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000007298
Global Id: T10000007298
Latitude: 33.96692
Longitude: -118.35158
Status: Completed - Case Closed
Status Date: 01/13/2017
Case Worker: JR
RB Case Number: R-60173
Local Agency: Not reported
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T10000007298
Contact Type: Regional Board Caseworker
Contact Name: JAMES RYAN

MTA (Continued) **S118154629**

Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: West 4th Street, Suite 200
City: LOS ANGELES
Email: jamesw.ryan@waterboards.ca.gov
Phone Number: 2135766711

LUST:

Global Id: T10000007298
Action Type: Other
Date: 08/20/2015
Action: Leak Reported

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 08/24/2015
Action: Staff Letter

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 01/13/2017
Action: Closure/No Further Action Letter

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 03/14/2016
Action: Staff Letter

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 11/01/2016
Action: Notification - Preclosure

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/18/2015
Action: Request for Closure - Regulator Responded

Global Id: T10000007298
Action Type: RESPONSE
Date: 11/20/2015
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 11/17/2015
Action: Staff Letter

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/29/2016
Action: Request for Closure - Regulator Responded

Global Id: T10000007298
Action Type: Other
Date: 08/20/2015
Action: Leak Began

MTA (Continued) **S118154629**

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 08/20/2015
Action: Referral to Regional Board

Global Id: T10000007298
Action Type: RESPONSE
Date: 01/01/2017
Action: Correspondence

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/18/2015
Action: Request for Closure - Regulator Responded

Global Id: T10000007298
Action Type: RESPONSE
Date: 04/15/2016
Action: Soil and Water Investigation Report

Global Id: T10000007298
Action Type: RESPONSE
Date: 09/24/2015
Action: Other Report / Document

Global Id: T10000007298
Action Type: ENFORCEMENT
Date: 10/02/2015
Action: Staff Letter

Global Id: T10000007298
Action Type: Other
Date: 08/20/2015
Action: Leak Discovery

LUST:
Global Id: T10000007298
Status: Open - Case Begin Date
Status Date: 08/20/2015

Global Id: T10000007298
Status: Open - Site Assessment
Status Date: 08/24/2015

Global Id: T10000007298
Status: Open - Eligible for Closure
Status Date: 11/01/2016

Global Id: T10000007298
Status: Completed - Case Closed
Status Date: 01/13/2017

W133 **LA COUNTY METROPOLITIAN TRANSPORTATION AUTHORITY** **UST** **U004265061**
NW **317 E FLORENCE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.062 mi.
330 ft. **Site 2 of 3 in cluster W**

Relative: UST:
Lower
Facility ID: Not reported
Actual: Permitting Agency: Los Angeles County Fire Department
152 ft. Latitude: 33.96693
Longitude: -118.35158

U134 **GINTER M G** **EDR Hist Cleaner** **1009126542**
WNW **424 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.063 mi.
334 ft. **Site 2 of 4 in cluster U**

Relative: EDR Hist Cleaner
Lower

Actual:
153 ft.

Year:	Name:	Type:
1940	GINTER M G	CLOTHES PRESSERS AND CLEANERS
1964	MACY'S MARY CLEANERS	Not reported

Q135 **DELUXE CLEANERS & DYERS** **EDR Hist Cleaner** **1009126593**
WNW **104 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.066 mi.
347 ft. **Site 2 of 2 in cluster Q**

Relative: EDR Hist Cleaner
Lower

Actual:
135 ft.

Year:	Name:	Type:
1940	SCHNEIDER 0 D	CLOTHES PRESSERS AND CLEANERS
1960	AIRLINE DELUXE CLEANERS	Not reported
1960	DELUXE CLEANERS & DYERS	Not reported
1960	DELUXE CLEANERS & DYERS	Not reported
1960	AIRLINE DELUXE CLEANERS	Not reported
1969	DE LUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1970	DE LUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1971	DE LUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1972	DELUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs
1973	DELUXE CLEANERS & DYERS	Drycleaning Plants, Except Rugs

S136 **LONG E W** **EDR Hist Auto** **1009114635**
NW **208 N LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA**
0.067 mi.
354 ft. **Site 5 of 9 in cluster S**

Relative: EDR Hist Auto
Lower

Actual:
136 ft.

Year:	Name:	Type:
1940	LONG E W	AUTOMOBILE REPAIRING

S137 WNW < 1/8 0.068 mi. 358 ft. — **BUFFINGTON MOTORS**, **200 N LABREA AVE**, **INGLEWOOD, CA 90301** — **Site 6 of 9 in cluster S** — **RCRA-SQG**, **FINDS**, **ECHO** — **1000229402**, **CAD007964497**

Relative: Lower

Actual: 139 ft.

RCRA-SQG:

Date form received by agency:	11/19/1985
Facility name:	BUFFINGTON MOTORS
Facility address:	200 N LABREA AVE INGLEWOOD, CA 90301
EPA ID:	CAD007964497
Mailing address:	N LABREA AVE INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	200 N LABREA AVE INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-677-2117
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WILLIAMS PAUL
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

BUFFINGTON MOTORS (Continued) **1000229402**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002630261

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000229402
Registry ID:	110002630261
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002630261

S138 **FORMERLY JIM LYNCH CADILLAC** **CA FID UST** **S101584872**
WNW **200 N LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.068 mi.
358 ft. **Site 7 of 9 in cluster S**

Relative: **Lower**

Actual: **139 ft.**

CA FID UST:

Facility ID:	19016496
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	Not reported
Mail To:	Not reported
Mailing Address:	225 S BENTLEY AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INGLEWOOD 90301
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported

FORMERLY JIM LYNCH CADILLAC (Continued) **S101584872**

EPA ID: Not reported
Comments: Not reported
Status: Inactive

S139 **INGLEWOOD REDEVELOPMENT AGENCY** **UST** **U003777451**
WNW **200 N LA BREA AVE** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.068 mi.
358 ft. **Site 8 of 9 in cluster S**

Relative:
Lower

Actual:
139 ft.

UST:
Facility ID: 22141
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96455
Longitude: -118.35337

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 015324-022141
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000161215
Permit Status: Closed

U140 **EMPTY LOT** **UST** **U004263374**
NW **111 N LOCUST ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.070 mi.
368 ft. **Site 3 of 4 in cluster U**

Relative:
Lower

Actual:
154 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96346
Longitude: -118.35082

U141 **SENIOR CENTER SITE** **UST** **U004270940**
NW **111 N LOCUST ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.070 mi.
368 ft. **Site 4 of 4 in cluster U**

Relative:
Lower

Actual:
154 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96346
Longitude: -118.35082

V142
NW
< 1/8
0.070 mi.
372 ft.

WALGREENS #6413
230 N LA BREA AVE
INGLEWOOD, CA 90301

Site 2 of 4 in cluster V

RCRA-CESQG **1016954296**
CAL000323411

Relative:
Lower

Actual:
130 ft.

RCRA-CESQG:

Date form received by agency:	04/06/2016
Facility name:	WALGREENS #6413
Facility address:	230 N LA BREA AVE INGLEWOOD, CA 90301
EPA ID:	CAL000323411
Mailing address:	GREYHAWK CT SUITE 200 CARLSBAD, CA 92010
Contact:	KARINA ROMERO
Contact address:	GREYHAWK CT SUITE 200 CARLSBAD, CA 92010
Contact country:	US
Contact telephone:	760-602-8700
Contact email:	REGULATORY@3ECOMPANY.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	WALGREEN CO.
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/16/2001
Owner/Op end date:	Not reported

Owner/operator name:	ANCHOR METRO LLC
Owner/operator address:	20TH ST STE 100 NEWPORT BEACH, CA 92663
Owner/operator country:	US
Owner/operator telephone:	949-644-6000
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

WALGREENS #6413 (Continued) **1016954296**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 10/31/2001
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

WALGREENS #6413 (Continued) **1016954296**

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Historical Generators:
Date form received by agency: 03/01/2014
Site name: WALGREENS #6413
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U165
. Waste name: NAPHTHALENE

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET,

WALGREENS #6413 (Continued) **1016954296**

WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 190

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 251

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 3

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 18

Waste code: D010
Waste name: SELENIUM
Amount (Lbs): 3

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 7

Waste code: P075
Waste name: NICOTINE, & SALTS
Amount (Lbs): 9

Violation Status: No violations found

S143 **RPM CLEANERS** **EDR Hist Cleaner** **1009126561**
WNW **212 E REGENT** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.072 mi.
380 ft. **Site 9 of 9 in cluster S**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
139 ft. 1960 RPM CLEANERS Not reported

X144 **GRAY'S LAUNDERALL** **EDR Hist Cleaner** **1009126565**
WNW **146 1/2 N LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.073 mi.
383 ft. **Site 1 of 2 in cluster X**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
135 ft. 1960 GRAY'S LAUNDERALL Not reported

Y145 **INDIA RUG CLEANERS** **EDR Hist Cleaner** **1009210727**
NW **253 N LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA**
0.076 mi.
401 ft. **Site 1 of 3 in cluster Y**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
130 ft. 1940 INDIA RUG CLEANERS RUG CLEANING AND RENOVATING
1940 INDIA RUG CLEANERS CARPET CLEANERS AND LAYERS

T146 **DURYER'S SHELL SERVICE** **EDR Hist Auto** **1008995872**
WNW **201 S LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.081 mi.
427 ft. **Site 3 of 13 in cluster T**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
128 ft. 1960 DURYER'S SHELL SERVICE Not reported

Y147 **BUSY BEE QUICK SERVICE** **EDR Hist Auto** **1008996215**
NW **106 W FLORENCE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.082 mi.
434 ft. **Site 2 of 3 in cluster Y**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
134 ft. 1960 BUSY BEE QUICK SERVICE Not reported

R148 **WEARING E C** **EDR Hist Auto** **1009114965**
West **304 NUTWOOD** **N/A**
< 1/8 **INGLEWOOD, CA**
0.086 mi.
452 ft. **Site 3 of 3 in cluster R**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
139 ft. 1935 WEARING E C AUTOMOBILE REPAIRING

Y149 **ANTHONYS PAINT AND BODY SHOP DBA SAHAR** **RCRA-SQG** **1009216516**
NW **259 N LA BREA** **CAR000169029**
< 1/8 **INGLEWOOD, CA 90301**
0.088 mi.
465 ft. **Site 3 of 3 in cluster Y**

Relative:
Lower

Actual:
128 ft.

RCRA-SQG:

Date form received by agency:	12/12/2005
Facility name:	ANTHONYS PAINT AND BODY SHOP DBA SAHAR
Facility address:	259 N LA BREA INGLEWOOD, CA 90301
EPA ID:	CAR000169029
Contact:	HASSAN NOURI
Contact address:	259 N LA BREA INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-330-7900
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HASSAN NOURI
Owner/operator address:	259 N LA BREA INGLEWOOD, CA 90301
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	11/09/2005
Owner/Op end date:	Not reported

Owner/operator name:	ANTHONYS PAINT AND BODY SHOP SAHAR INC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/09/2005
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

ANTHONYS PAINT AND BODY SHOP DBA SAHAR (Continued) **1009216516**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

W150 **HONGS SHELL SERVICE STATION** **EDR Hist Auto** **1021264032**
NW **330 E FLORENCE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.090 mi.
477 ft. **Site 3 of 3 in cluster W**

Relative: EDR Hist Auto
Higher

Actual: **158 ft.**

Year:	Name:	Type:
1969	SOLANO NOEL	Gasoline Service Stations
1970	SOLANO NOEL	Gasoline Service Stations
1975	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1976	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1977	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1978	HONGS SHELL SERVICE STATION	Gasoline Service Stations
1979	HONGS SHELL SERVICE STATION	Gasoline Service Stations

X151 **SOUTHERN CALIFORNIA WASTE OIL CO** **RCRA NonGen / NLR** **1000409155**
WNW **111 NORTH LABREA AVE SUITE 600** **FINDS** **CAT080031297**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.091 mi.
482 ft. **Site 2 of 2 in cluster X**

Relative: RCRA NonGen / NLR:
Lower
Date form received by agency: 03/11/1981

Actual: **133 ft.**

Facility name:	SOUTHERN CALIFORNIA WASTE OIL CO
Facility address:	111 NORTH LABREA AVE SUITE 600 INGLEWOOD, CA 90301
EPA ID:	CAT080031297
Mailing address:	NORTH LABREA AVE SUITE 600 INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	111 NORTH LABREA AVE SUITE 600 INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-671-0383
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	SOUTHERN CALIFORNIA WASTE OIL COMPANY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

SOUTHERN CALIFORNIA WASTE OIL CO (Continued) **1000409155**

Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002956267

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000409155
Registry ID: 110002956267
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002956267

V152
NW
< 1/8
0.092 mi.
488 ft.

KLEIN C W — **EDR Hist Auto** — **1009116224**
250 N LA BREA AV — **N/A**
INGLEWOOD, CA

Site 3 of 4 in cluster V

Relative:
Lower

Actual:
129 ft.

EDR Hist Auto

Year:	Name:	Type:
1940	KLEIN C W	AUTOMOBILE LAUNDRIES

Z153
West
< 1/8
0.093 mi.
489 ft.

PRO LAB — **RCRA-SQG** — **1000121878**
300 S MARKET ST — **CAD982506230**
INGLEWOOD, CA 90301

Site 1 of 9 in cluster Z

Relative:
Lower

Actual:
141 ft.

RCRA-SQG:

Date form received by agency:	06/23/1989
Facility name:	PRO LAB
Facility address:	300 S MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD982506230
Mailing address:	S MARKET ST INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	300 S MARKET ST INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	213-674-8920
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHOI RICHARD
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported

PRO LAB (Continued) **1000121878**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Z154 **FOTJCH JAMLB RP** **EDR Hist Auto** **1009118368**
West **300 S MARKET ST** **N/A**
< 1/8 **INGLEWOOD, CA**
0.093 mi.
489 ft. **Site 2 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
141 ft. 1927 FOTJCH JAMLB RP AUTOMOBILE GARAGES

Z155 **PROLAB 1 HOUR PHOTO & STUDIO** **RCRA-SQG** **1000275740**
West **300 S MARKET ST** **FINDS** **CAD982472490**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.093 mi.
489 ft. **Site 3 of 9 in cluster Z**

Relative: RCRA-SQG:
Lower Date form received by agency: 05/27/1988

Actual: Facility name: PROLAB 1 HOUR PHOTO & STUDIO
141 ft. Facility address: 300 S MARKET ST
INGLEWOOD, CA 90301
EPA ID: CAD982472490
Contact: ENVIRONMENTAL MANAGER
Contact address: 300 S MARKET ST
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 213-674-8920
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator

PROLAB 1 HOUR PHOTO & STUDIO (Continued) **1000275740**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TAE CHOE
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002820788

Environmental Interest/Information System

PROLAB 1 HOUR PHOTO & STUDIO (Continued) **1000275740**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000275740
Registry ID: 110002820788
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002820788

Z156 **MODE CLEANERS & DYERS** **EDR Hist Cleaner** **1009212798**
West **300 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.093 mi.
489 ft. **Site 4 of 9 in cluster Z**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
141 ft. 1940 MODE CLEANERS & DYERS CLOTHES PRESSERS AND CLEANERS

T157 **CONCORD CLEANERS** **EDR Hist Cleaner** **1009126679**
WNW **113 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90300**
0.095 mi.
499 ft. **Site 4 of 13 in cluster T**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
127 ft.
1998 CONCORD CLEANERS Not reported
2004 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2005 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2006 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2007 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2008 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2009 777 CLEANERS Drycleaning Plants, Except Rugs
2009 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2010 777 CLEANERS Drycleaning Plants, Except Rugs
2010 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2011 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2011 777 CLEANERS Drycleaning Plants, Except Rugs
2012 777 CLEANERS Drycleaning Plants, Except Rugs
2012 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2013 777 CLEANERS Drycleaning Plants, Except Rugs
2013 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2014 FAMILY CLEANERS Drycleaning Plants, Except Rugs, NEC
2014 777 CLEANERS Drycleaning Plants, Except Rugs

T158 **FAMILY CLEANERS** **FINDS** **1008152908**
WNW **113 E MANCHESTER** **ECHO** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **DRYCLEANERS**
0.095 mi.
499 ft. **Site 5 of 13 in cluster T**

Relative: Lower

Actual: 127 ft.

FINDS:

Registry ID: 110018968054

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1008152908
Registry ID:	110018968054
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110018968054

DRYCLEANERS:

EPA Id:	CA0000724922
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/08/1995
Facility Active:	No
Inactive Date:	07/12/2005
Facility Addr2:	Not reported
Owner Name:	CHON WOO KIM
Owner Address:	113 E MANCHESTER BLVD
Owner Address 2:	Not reported
Owner Telephone:	3106748850
Contact Name:	CHON WOO KIM
Contact Address:	113 E MANCHESTER
Contact Address 2:	Not reported
Contact Telephone:	3106748850
Mailing Name:	Not reported
Mailing Address 1:	113 E MANCHESTER
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903010000
Owner Fax:	Not reported
Region Code:	3

T159
WNW
< 1/8
0.095 mi.
499 ft.

CONCORD CLEANERS
113 E MANCHESTER
INGLEWOOD, CA 90301

Site 6 of 13 in cluster T

RCRA-SQG **1000905464**
CA0000724922

Relative:
Lower

Actual:
127 ft.

RCRA-SQG:

Date form received by agency:	01/20/1995
Facility name:	CONCORD CLEANERS
Facility address:	113 E MANCHESTER INGLEWOOD, CA 90301
EPA ID:	CA0000724922
Mailing address:	E MANCHESTER INGLEWOOD, CA 90301
Contact:	FARIBORZ MOURIAN
Contact address:	113 E MANCHESTER INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-674-4037
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	FARIBORS NOURIAN
Owner/operator address:	113 E MANCHESTER INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	310-674-4037
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

CONCORD CLEANERS (Continued) **1000905464**

Violation Status: No violations found

T160 **CONCORD CLEANERS, FARIBORZ DAN NOURIAN** **DRYCLEANERS** **S121693457**
WNW **113 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90720**
0.095 mi.
499 ft. **Site 7 of 13 in cluster T**

Relative: DRYCLEAN SOUTH COAST:
Lower
Actual: Facility ID: 101868
127 ft. Application Number: 293772
Permit Number: D83772
Status: S
Representative Name: FARIBORZ DAN NOURI
Representative Telephone: 310 4786708
Permit Status: INACTIVE
BCAT Number: 000601
BCAT Description: DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East: 374.8039856
UTM North: 3758.5600586

T161 **FAMILY CLEANERS, CHON W KIM DBA** **DRYCLEANERS** **S121694914**
WNW **113 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.095 mi.
499 ft. **Site 8 of 13 in cluster T**

Relative: DRYCLEAN SOUTH COAST:
Lower
Actual: Facility ID: 130109
127 ft. Application Number: 392500
Permit Number: F46534
Status: A
Representative Name: CHON KIM
Representative Telephone: 310 6748850
Permit Status: INACTIVE
BCAT Number: 000601
BCAT Description: DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East: 374.8039856
UTM North: 3758.5600586

V162 **GARDNER W H** **EDR Hist Auto** **1009116194**
NW **270 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.097 mi.
511 ft. **Site 4 of 4 in cluster V**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
130 ft. 1940 GARDNER W H GASOLINE AND OIL SERVICE STATIONS

AA163 **EVER SOFT DRY CLEANERS** **EDR Hist Cleaner** **1018639933**
West **218 E NUTWOOD ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.098 mi.
516 ft. **Site 1 of 12 in cluster AA**

Relative: EDR Hist Cleaner
Lower

Actual:
132 ft.

Year:	Name:	Type:
2007	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2008	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2008	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2009	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2009	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2010	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2010	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2011	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2011	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2012	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2012	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2013	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2013	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents
2014	EVERSOFT	Drycleaning Plants, Except Rugs, NEC
2014	EVER SOFT DRY CLEANERS	Laundry And Drycleaner Agents

AA164 **EVERSOFT DRY CLEANERS** **DRYCLEANERS** **S108540814**
West **218 E NUTWOOD ST** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.098 mi.
516 ft. **Site 2 of 12 in cluster AA**

Relative: DRYCLEANERS:
Lower

Actual:
132 ft.

EPA Id:	CAL000304342
NAICS Code:	333312
NAICS Description:	Commercial Laundry, Drycleaning, and Pressing Machine Manufacturing
SIC Code:	3582
SIC Description:	Commercial Laundry, Drycleaning and Pressing Machines
Create Date:	03/13/2006
Facility Active:	No
Inactive Date:	06/30/2016
Facility Addr2:	Not reported
Owner Name:	SONIA M VAQUIZ
Owner Address:	218 E NUTWOOD AVE
Owner Address 2:	Not reported
Owner Telephone:	3104123813
Contact Name:	SONIA VAQUIZ/R ESCOBAR/OWNER
Contact Address:	218 E NUTWOOD AVE
Contact Address 2:	Not reported
Contact Telephone:	3104123810
Mailing Name:	Not reported
Mailing Address 1:	218 E NUTWOOD ST
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903012312
Owner Fax:	0000000000
Region Code:	3

AA165 **EVERSOFT DRY CLEANERS** **DRYCLEANERS** **S121696445**
West **218 E NUTWOOD AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.098 mi.
516 ft. **Site 3 of 12 in cluster AA**

Relative:
Lower

Actual:
132 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	161589
Application Number:	503411
Permit Number:	G7310
Status:	A
Representative Name:	SONIA VAQUIZ
Representative Telephone:	310 4123813
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	374.97000122
UTM North:	3758.4099121

AB166 **SPARLING BUICK** **SWEEPS UST** **S102055858**
WNW **217 N LA BREA AVE** **HAZNET** **N/A**
< 1/8 **INGLEWOOD, CA 90302** **LOS ANGELES CO. HMS**
0.100 mi.
530 ft. **Site 1 of 3 in cluster AB**

Relative:
Lower

Actual:
132 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13221
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

HAZNET:

envid:	S102055858
Year:	2016
GEPAID:	CAC002850981
Contact:	ED MILNES
Telephone:	9515384269
Mailing Name:	Not reported
Mailing Address:	240 CHESTNUT AVE
Mailing City,St,Zip:	LONG BEACH, CA 908022949
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Unspecified aqueous solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.25

SPARLING BUICK (Continued) **S102055858**

Cat Decode: Unspecified aqueous solution
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

envid: S102055858
Year: 2016
GEPAID: CAC002850981
Contact: ED MILNES
Telephone: 9515384269
Mailing Name: Not reported
Mailing Address: 240 CHESTNUT AVE
Mailing City,St,Zip: LONG BEACH, CA 908022949
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.42
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 012967-013221
Facility Type: Not reported
Facility Status: Removed
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

AB167 **SPARLING G F** **EDR Hist Auto** **1009114639**
WNW **217 N LA BREA AV** **N/A**
< 1/8 **INGLEWOOD, CA**
0.100 mi.
530 ft. **Site 2 of 3 in cluster AB**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
132 ft. 1940 SPARLING G F AUTOMOBILE REPAIRING
1940 SPARLING G F AUTOMOBILE GARAGES
1987 SPARLING BUICK* New And Used Car Dealers

168
South
< 1/8
0.101 mi.
532 ft.

AMERICAN AUTOMOTIVE CENTERS
4055 W CENTURY BLVD
INGLEWOOD, CA 90304

EDR Hist Auto **1020191905**
N/A

Relative:
Lower

Actual:
90 ft.

EDR Hist Auto

Year:	Name:	Type:
1988	HLM PROJECT INC	General Automotive Repair Shops
1989	AMERICAN AUTOMOTIVE	General Automotive Repair Shops
1991	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1991	AMERICAN AUTOMOTIVE	General Automotive Repair Shops
1992	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1992	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1993	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1993	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1994	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1994	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1995	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1995	CENTURY DISCOOUNT TIRE CENTER	General Automotive Repair Shops
1996	K&F AUTO REPAIR	General Automotive Repair Shops
1996	CENTURY DISCOUNT TIRE CENTER	General Automotive Repair Shops
1996	B&M AUTOMOTIVE	General Automotive Repair Shops
1996	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1996	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1997	B&M AUTOMOTIVE	General Automotive Repair Shops
1997	CENTURY DISCOUNT TIRE CENTER	General Automotive Repair Shops
1997	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1997	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1998	PERFORMANCE TRANSMISSION	Automotive Transmission Repair Shops
1998	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1998	CENTURY DISCOUNT TIRE CENTER	General Automotive Repair Shops
1998	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
1998	B&M AUTOMOTIVE	General Automotive Repair Shops
1999	B&M AUTOMOTIVE	General Automotive Repair Shops
1999	PERFORMANCE TRANSMISSION	Automotive Transmission Repair Shops
1999	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
1999	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2000	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2000	B&M AUTOMOTIVE	General Automotive Repair Shops
2000	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2000	PERFORMANCE TRANSMISSION	Automotive Transmission Repair Shops
2001	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2001	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2001	B&M AUTOMOTIVE	General Automotive Repair Shops
2002	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2002	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2002	B&M AUTOMOTIVE	General Automotive Repair Shops
2003	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2003	B & M AUTOMOTIVE	General Automotive Repair Shops
2003	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2004	B & M AUTOMOTIVE	General Automotive Repair Shops
2004	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2004	AMERICAN AUTOMOTIVE CENTERS	General Automotive Repair Shops
2005	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2006	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2006	DR CARFIX INC	General Automotive Repair Shops
2007	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops

AMERICAN AUTOMOTIVE CENTERS (Continued) **1020191905**

2007	DR CARFIX INC	General Automotive Repair Shops
2008	DR CARFIX INC	General Automotive Repair Shops
2008	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2009	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2009	DR CARFIX INC	General Automotive Repair Shops
2010	UNIVERSAL AUTO SERVICE	General Automotive Repair Shops
2010	DR CARFIX INC	General Automotive Repair Shops
2011	DR CARFIX INC	General Automotive Repair Shops
2012	DR CARFIX INC	General Automotive Repair Shops
2013	RICARDO S AUTO	General Automotive Repair Shops
2013	DR CARFIX INC	General Automotive Repair Shops
2014	DR CARFIX INC	General Automotive Repair Shops

T169 **WOWSJ MART** **RCRA NonGen / NLR** **1004678555**
WNW **145 E MANCHESTER BLVD** **FINDS** **CAR000110494**
< 1/8 **INGLEWOOD, CA 90301** **ECHO**
0.103 mi.
546 ft. **Site 9 of 13 in cluster T**

Relative: **Lower**

Actual: **126 ft.**

RCRA NonGen / NLR:

Date form received by agency:	12/03/2001
Facility name:	TEXACO SERVICE STATION
Facility address:	145 E MANCHESTER BLVD SAP 123916 INGLEWOOD, CA 90301-1715
EPA ID:	CAR000110494
Mailing address:	12700 NORTHBOROUGH DR MFT240 G HOUSTON, TX 77067-2508
Contact:	NORA CORTEZ
Contact address:	12700 NORTHBOROUGH DR MFT240 G HOUSTON, TX 77067-2508
Contact country:	US
Contact telephone:	281-874-2224
Contact email:	NCCORTEZ@SHELLOPUS.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	EQUILON ENTERPRISES L L C
Owner/operator address:	P O BOX 2648 HOUSTON, TX 77252
Owner/operator country:	Not reported
Owner/operator telephone:	713-241-5036
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

WOWSJ MART (Continued) **1004678555**

Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110055738386

Environmental Interest/Information System
STATE MASTER

Registry ID: 110012212890

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004678555
Registry ID: 110012212890
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012212890

T170 **UNION OIL SERVICE STATION LEAS** **HIST UST** **1000166686**
WNW **145 E MANCHESTER BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.103 mi.
546 ft. **Site 10 of 13 in cluster T**

Relative: HIST UST:
Lower
File Number: 0002827D
Actual: URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002827D.pdf
126 ft. Region: STATE
Facility ID: 00000055760

UNION OIL SERVICE STATION LEAS (Continued) **1000166686**

Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	BONG SANG LIM
Telephone:	2136777525
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000607
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

T171 **SAMHANS MART VALERO** **SWEEPS UST** **U001563823**
WNW **145 E MANCHESTER BLVD** **HIST UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.103 mi.
546 ft. **Site 11 of 13 in cluster T**

Relative: **Lower**
Actual: **126 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	9888
Number:	1
Board Of Equalization:	44-001057
Referral Date:	09-07-90
Action Date:	09-07-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009888-000001
Tank Status:	A
Capacity:	12000
Active Date:	09-07-90
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	3
Status:	Active
Comp Number:	9888
Number:	1
Board Of Equalization:	44-001057
Referral Date:	09-07-90
Action Date:	09-07-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009888-000002
Tank Status:	A
Capacity:	12000
Active Date:	09-07-90
Tank Use:	M.V. FUEL
STG:	P

SAMHANS MART VALERO (Continued) **U001563823**

Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9888
Number: 1
Board Of Equalization: 44-001057
Referral Date: 09-07-90
Action Date: 09-07-90
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009888-000003
Tank Status: A
Capacity: 500
Active Date: 09-07-90
Tank Use: OIL
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00028F0C
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028F0C.pdf
Region: STATE
Facility ID: 00000003866
Facility Type: Gas Station
Other Type: Not reported
Contact Name: BONG SANG LIM
Telephone: 2139776227
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010
Total Tanks: 0003

Tank Num: 001
Container Num: 1923-1
Year Installed: 1967
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 002
Container Num: 1923-2
Year Installed: 1967
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 003
Container Num: 1923-4
Year Installed: 1967
Tank Capacity: 00000280
Tank Used for: WASTE

SAMHANS MART VALERO (Continued) **U001563823**

Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Click here for Geo Tracker PDF:

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010031-055627
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000684007
Permit Status: Closed

T172 **DICKS UNION SERVICE** **EDR Hist Auto** **1008995863**
WNW **145 E MANCHESTER** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.103 mi.
546 ft. **Site 12 of 13 in cluster T**

Relative: EDR Hist Auto
Lower

Actual: **126 ft.**

Year:	Name:	Type:
1960	O'CONNER'S UNION OIL STATION	Not reported
1969	DICKS UNION SERVICE	Gasoline Service Stations
1970	DICKS UNION SERVICE	Gasoline Service Stations
1971	DICKS UNION SERVICE	Gasoline Service Stations
1975	YIS UNION SERVICE	Gasoline Service Stations
1976	YIS UNION SERVICE	Gasoline Service Stations
1977	YIS UNION SERVICE	Gasoline Service Stations
1978	YIS UNION SERVICE	Gasoline Service Stations
1979	YIS UNION SERVICE	Gasoline Service Stations
1980	YIS UNION SERVICE	Gasoline Service Stations
1982	YIS UNION SERVICE	Gasoline Service Stations
1983	YIS UNION SERVICE	Gasoline Service Stations
1985	YIS UNION SERVICE	Gasoline Service Stations
1986	LIMS UNION SERVICE STATION	Gasoline Service Stations
1987	LIMS UNION SERVICE STATION	Gasoline Service Stations
1988	LIMS UNION SERVICE STATION	Gasoline Service Stations
1989	LIMS UNION SERVICE STATION	Gasoline Service Stations
1990	LIMS UNION SERVICE STATION	Gasoline Service Stations
1991	LIMS UNION SERVICE STATION	Gasoline Service Stations
1992	LIMS UNION SERVICE STATION	Gasoline Service Stations
1993	LIMS UNION SERVICE STATION	Gasoline Service Stations
1994	LIMS UNION SERVICE STATION	Gasoline Service Stations
1995	LIMS UNION SERVICE STATION	Gasoline Service Stations
2001	K S J AUTO CENTER	General Automotive Repair Shops
2002	K S J AUTO CENTER	General Automotive Repair Shops
2002	KSJ AUTO CENTER	General Automotive Repair Shops
2003	K S J AUTO CENTER	General Automotive Repair Shops
2003	KSJ AUTO CENTER	General Automotive Repair Shops
2004	LJ WON AUTO SERVICE	General Automotive Repair Shops
2005	LJ WON AUTO SERVICE	General Automotive Repair Shops
2006	LJ WON AUTO SERVICE	General Automotive Repair Shops
2007	LJ WON AUTO SERVICE	General Automotive Repair Shops

DICKS UNION SERVICE (Continued) **1008995863**

2008	LJ WON AUTO SERVICE	General Automotive Repair Shops
2009	LJ WON AUTO SERVICE	General Automotive Repair Shops
2010	LJ WON AUTO SERVICE	General Automotive Repair Shops
2011	LJ WON AUTO SERVICE	General Automotive Repair Shops
2012	LJ WON AUTO SERVICE	General Automotive Repair Shops
2013	LJ WON AUTO SERVICE	General Automotive Repair Shops

T173 **LIM'S TEXACO** **UST** **U003984027**
WNW **145 E MANCHESTER BLVD** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.103 mi.
546 ft. **Site 13 of 13 in cluster T**

Relative:
Lower

Actual:
126 ft.

UST:
Facility ID: LACoFA0017377
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96181
Longitude: -118.35378

Facility ID: 22027
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.9631741
Longitude: -118.3523288

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010031-022027
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000111084
Permit Status: Closed

---

174 **DELKAY PLASTICS CORP** **SEMS-ARCHIVE** **1003878980**
NW **200 E BEACH AVE** **CAD981576440**
< 1/8 **INGLEWOOD, CA 90302**
0.107 mi.
565 ft.

Relative:
Lower

Actual:
132 ft.

SEMS Archive:
Site ID: 902456
EPA ID: CAD981576440
Cong District: 28
FIPS Code: 6037
FF: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:
Region: 9
Site ID: 902456
EPA ID: CAD981576440
Site Name: DELKAY PLASTICS CORP
NPL: N
FF: N

DELKAY PLASTICS CORP (Continued) **1003878980**

OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1987-04-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse
Region:	9
Site ID:	902456
EPA ID:	CAD981576440
Site Name:	DELKAY PLASTICS CORP
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1986-11-01 00:00:00
Finish Date:	1987-04-01 00:00:00
Qual:	N
Current Action Lead:	St Perf
Region:	9
Site ID:	902456
EPA ID:	CAD981576440
Site Name:	DELKAY PLASTICS CORP
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1986-11-01 00:00:00
Finish Date:	1986-11-01 00:00:00
Qual:	Not reported
Current Action Lead:	St Perf

Z175 **WALKER 0 B** **EDR Hist Auto** **1009114964**
West **320 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.109 mi.
575 ft. **Site 5 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual:
141 ft.

Year:	Name:	Type:
1935	WALKER 0 B	AUTOMOBILE REPAIRING

AA176 **PACIFIC BELL IGWDCA01/A2104** **UST** **U003776714**
West **301 S LA BREA AVE** **SWEEPS UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.111 mi.
588 ft. **Site 4 of 12 in cluster AA**

Relative:
Lower

Actual:
129 ft.

UST:
Facility ID: LACoFA0015269
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96033
Longitude: -118.35338

Facility ID: 10228
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96039
Longitude: -118.35334

SWEEPS UST:
Status: Active
Comp Number: 10228
Number: 9
Board Of Equalization: 44-008774
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-010228-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010340-010228
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 00001650T
Permit Status: Permit

AA177 **PACIFIC BELL** **RCRA-SQG** **1000250301**
West **301 S LA BREA** **HIST UST** **CAT080018765**
< 1/8 **INGLEWOOD, CA 90301** **FINDS**
0.111 mi. **ECHO**
588 ft. **Site 5 of 12 in cluster AA** **EMI**
HAZNET

Relative:
Lower

Actual:
129 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: PACIFIC BELL
Facility address: 301 S LA BREA
INGLEWOOD, CA 90301
EPA ID: CAT080018765
Mailing address: 500 S MAIN S TOWER BOCC RM 260

PACIFIC BELL (Continued) **1000250301**

ORANGE, CA 92668
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: THE PACIFIC TELEPHONE AND TELEGRAPH CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No

PACIFIC BELL (Continued) **1000250301**

Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/15/1981
Site name: PACIFIC BELL
Classification: Large Quantity Generator

Violation Status: No violations found

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000061274
Facility Type: Other
Other Type: SIC 4800
Contact Name: E.J. KOEHLER
Telephone: 4155426758
Owner Name: PACIFIC BELL
Owner Address: 370 THIRD STREET
Owner City,St,Zip: SAN FRANCISCO, CA 94107
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1975
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: None

FINDS:

Registry ID: 110055843128

Environmental Interest/Information System
STATE MASTER

Registry ID: 110002948197

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

PACIFIC BELL (Continued) **1000250301**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000250301
Registry ID:	110002948197
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002948197

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	11573
Air District Name:	SC
SIC Code:	4922
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11573
Air District Name:	SC
SIC Code:	4813
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	11573
Air District Name:	SC
SIC Code:	4810
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

PACIFIC BELL (Continued) **1000250301**

NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

HAZNET:

envid:	1000250301
Year:	2016
GEPAID:	CAT080018765
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	1 AT&T WAY ROOM 1A111C
Mailing City,St,Zip:	BEDMINSTER, NJ 079212693
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.105
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	1000250301
Year:	2015
GEPAID:	CAT080018765
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 5095, 4W200I
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1134
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000250301
Year:	2008
GEPAID:	CAT080018765
Contact:	EH & S RECORDKEEPER-RRC
Telephone:	8005669347
Mailing Name:	Not reported
Mailing Address:	308 S AKARD RM 900
Mailing City,St,Zip:	DALLAS, TX 752025399
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

PACIFIC BELL (Continued) **1000250301**

Disposal Method: Solvents Recovery
Tons: 2.6
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000250301
Year: 2008
GEPAID: CAT080018765
Contact: EH & S RECORDKEEPER-RRC
Telephone: 8005669347
Mailing Name: Not reported
Mailing Address: 308 S AKARD RM 900
Mailing City,St,Zip: DALLAS, TX 752025399
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Solvents Recovery
Tons: 2.6
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000250301
Year: 2007
GEPAID: CAT080018765
Contact: EH & S RECORDKEEPER-RRC
Telephone: 8005669347
Mailing Name: Not reported
Mailing Address: 308 S AKARD RM 900
Mailing City,St,Zip: DALLAS, TX 752025399
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

AA178 **PACIFIC BELL (A2-104)** **HIST UST** **S118413706**
West **301 S LABREA** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.111 mi.
588 ft. **Site 6 of 12 in cluster AA**

Relative: HIST UST:
Lower
File Number: 00027B2E
Actual: URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027B2E.pdf
129 ft. Region: Not reported
Facility ID: Not reported
Facility Type: Not reported

PACIFIC BELL (A2-104) (Continued) **S118413706**

Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AA179 **J P CLEANERS, JOSE DE JESUS PENA** **DRYCLEANERS** **S121695840**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 7 of 12 in cluster AA**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual: Facility ID:	147024
127 ft. Application Number:	452703
Permit Number:	F80779
Status:	A
Representative Name:	JOSE PENA
Representative Telephone:	310 4123200
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East:	374.93798828
UTM North:	3758.4719238
Facility ID:	147024
Application Number:	469229
Permit Number:	F90309
Status:	A
Representative Name:	JOSE PENA
Representative Telephone:	310 4123200
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	374.93798828
UTM North:	3758.4719238

AA180 **PARK LANE CLEANERS** **DRYCLEANERS** **S121698239**
West **253 S LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 8 of 12 in cluster AA**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	51630
Application Number:	140425
Permit Number:	Not reported
Status:	O
Representative Name:	MIKE YADEGAR
Representative Telephone:	213 3924138
Permit Status:	Not reported
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

Actual:
127 ft.

AA181 **PARK LANE CLEANERS** **DRYCLEANERS** **S121693734**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 9 of 12 in cluster AA**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	107737
Application Number:	312426
Permit Number:	F2837
Status:	S
Representative Name:	MERHAN, RON, JACK
Representative Telephone:	310 4123200
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
UTM East:	374.93798828
UTM North:	3758.4719238

Actual:
127 ft.

AA182 **JP CLEANERS** **DRYCLEANERS** **S105266052**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 10 of 12 in cluster AA**

Relative: DRYCLEANERS:
Lower

EPA Id:	CAL000305187
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/06/2006
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	JOSE DE JESUS PENA
Owner Address:	349 W 68TH ST
Owner Address 2:	Not reported
Owner Telephone:	3104123200

Actual:
127 ft.

JP CLEANERS (Continued) **S105266052**

Contact Name:	JOSE PENA
Contact Address:	253 S LA BREA AVE
Contact Address 2:	Not reported
Contact Telephone:	3104123200
Mailing Name:	Not reported
Mailing Address 1:	253 S LA BREA AVE
Mailing Address 2:	Not reported
Mailing City:	INGLEWOOD
Mailing State:	CA
Mailing Zip:	903012317
Owner Fax:	0000000000
Region Code:	3

AA183 **JB CLEANERS** **EDR Hist Cleaner** **1009126691**
West **253 S LA BREA AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.113 mi.
595 ft. **Site 11 of 12 in cluster AA**

Relative: EDR Hist Cleaner
Lower

Actual: **127 ft.**

Year:	Name:	Type:
1993	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1994	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1995	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1996	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1997	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1998	PARK LANE CLEANERS	Not reported
1998	PARK LANE CLEANERS	Drycleaning Plants, Except Rugs
1999	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2000	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2001	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2002	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2003	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2004	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2005	ZETA VENTURES INC	Drycleaning Plants, Except Rugs
2006	JB CLEANERS	Drycleaning Plants, Except Rugs
2007	JB CLEANERS	Drycleaning Plants, Except Rugs
2008	JB CLEANERS	Drycleaning Plants, Except Rugs
2009	JB CLEANERS	Drycleaning Plants, Except Rugs
2010	JB CLEANERS	Drycleaning Plants, Except Rugs
2011	JB CLEANERS	Drycleaning Plants, Except Rugs
2012	JB CLEANERS	Drycleaning Plants, Except Rugs
2013	JB CLEANERS	Drycleaning Plants, Except Rugs
2014	JB CLEANERS	Drycleaning Plants, Except Rugs

AC184 **THE FORUM** **LUST** **S108723557**
SE **3900 MANCHESTER BLVD, WEST** **N/A**
< 1/8 **INGLEWOOD, CA 90305**
0.117 mi.
617 ft. **Site 1 of 3 in cluster AC**

Relative: LUST:
Lower

Actual: **147 ft.**

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603737709

THE FORUM (Continued) **S108723557**

Global Id:	T0603737709
Latitude:	33.958212
Longitude:	-118.341957
Status:	Completed - Case Closed
Status Date:	07/15/2013
Case Worker:	CET
RB Case Number:	R-09447A
Local Agency:	LOS ANGELES COUNTY
File Location:	Regional Board
Local Case Number:	038886
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline, MTBE / TBA / Other Fuel Oxygenates, Tetrachloroethylene (PCE)
Site History:	Not reported

LUST:

Global Id:	T0603737709
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603737709
Contact Type:	Local Agency Caseworker
Contact Name:	MANUEL R REGALADO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	mregalad@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603737709
Contact Type:	Local Agency Caseworker
Contact Name:	RANI IYER
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	riyer@dpw.lacounty.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603737709
Action Type:	RESPONSE
Date:	11/15/2008
Action:	Soil and Water Investigation Report

Global Id:	T0603737709
Action Type:	RESPONSE
Date:	02/01/2008
Action:	Soil and Water Investigation Workplan

Global Id:	T0603737709
Action Type:	Other
Date:	06/16/2004
Action:	Leak Reported

THE FORUM (Continued) **S108723557**

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 12/06/2007
Action: Staff Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 09/12/2007
Action: Staff Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 06/13/2008
Action: Staff Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 07/15/2013
Action: Closure/No Further Action Letter

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 05/07/2013
Action: Notification - Preclosure

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 09/11/2008
Action: Staff Letter

Global Id: T0603737709
Action Type: Other
Date: 03/18/2004
Action: Leak Discovery

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 02/01/2008
Action: Staff Letter

Global Id: T0603737709
Action Type: REMEDIATION
Date: 09/01/1986
Action: Excavation

Global Id: T0603737709
Action Type: RESPONSE
Date: 10/15/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603737709
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603737709
Action Type: RESPONSE

THE FORUM (Continued) **S108723557**

Date: 05/30/2008
Action: Soil and Water Investigation Report

Global Id: T0603737709
Action Type: RESPONSE
Date: 11/15/2007
Action: Other Report / Document

LUST:
Global Id: T0603737709
Status: Open - Case Begin Date
Status Date: 03/18/2004

Global Id: T0603737709
Status: Open - Site Assessment
Status Date: 06/16/2004

Global Id: T0603737709
Status: Open - Site Assessment
Status Date: 12/06/2007

Global Id: T0603737709
Status: Open - Eligible for Closure
Status Date: 01/10/2013

Global Id: T0603737709
Status: Completed - Case Closed
Status Date: 07/15/2013

AC185 **GREAT WESTERN FORUM** **UST** **U003776323**
SE **3900 W MANCHESTER BLVD** **LOS ANGELES CO. HMS** **N/A**
< 1/8 **INGLEWOOD, CA 90305**
0.117 mi.
617 ft. **Site 2 of 3 in cluster AC**

Relative:
Lower

Actual:
147 ft.

UST:
Facility ID: 9447
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.9595717
Longitude: -118.3404899

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 009620-009447
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 00000538T
Permit Status: Closed

AC186 **CALIFORNIA SPORTS INC/GREAT WE** **LUST** **S101617745**
SE **3900 W MANCHESTER BL** **SWEEPS UST** **N/A**
< 1/8 **INGLEWOOD, CA 90306** **CA FID UST**
0.117 mi. **EMI**
617 ft. **Site 3 of 3 in cluster AC** **HIST CORTESE**
LOS ANGELES CO. HMS

Relative:
Lower

Actual:
147 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704813
Global Id:	T0603704813
Latitude:	33.958321
Longitude:	-118.341912
Status:	Completed - Case Closed
Status Date:	02/23/1998
Case Worker:	JOA
RB Case Number:	R-09447
Local Agency:	LOS ANGELES COUNTY
File Location:	Local Agency
Local Case Number:	L513004
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603704813
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704813
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603704813
Action Type:	Other
Date:	02/25/1986
Action:	Leak Reported

Global Id:	T0603704813
Action Type:	Other
Date:	02/25/1986
Action:	Leak Stopped

Global Id:	T0603704813
Action Type:	Other
Date:	02/25/1986
Action:	Leak Discovery

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

LUST:
Global Id: T0603704813
Status: Open - Case Begin Date
Status Date: 02/25/1986

Global Id: T0603704813
Status: Completed - Case Closed
Status Date: 02/23/1998

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-09447
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704813
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: PRAIRIE BLVD.
Enforcement Type: Not reported
Date Leak Discovered: 2/25/1986
Date Leak First Reported: 2/25/1986
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 2/25/1986
Date Case Last Changed on Database: 2/23/1998
Date the Case was Closed: 2/23/1998
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Piping
Operator: COLLINS, ROBERT
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 3331.297212328908030540545071
Source of Cleanup Funding: Piping
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Organization: Not reported
Owner Contact: Not reported
Responsible Party: GREAT WESTERN FORUM
RP Address: P.O. BOX 10, INGLEWOOD, CA 90306
Program: LUST
Lat/Long: 33.9601486 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: OLD CASE #000241

SWEEPS UST:
Status: Active
Comp Number: 9447
Number: 9
Board Of Equalization: 44-008420
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009447-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

CA FID UST:
Facility ID: 19009825
Regulated By: UTNKA
Regulated ID: 00017298
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 36363

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	11
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	36363
Air District Name:	SC
SIC Code:	7941
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-09447

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	009620-038886
Facility Type:	0
Facility Status:	Removed
Area:	2E
Permit Number:	000377173
Permit Status:	Removed

Region:	LA
Permit Category:	Not reported
Facility Id:	009620-037928
Facility Type:	Not reported
Facility Status:	OPEN
Area:	2E

CALIFORNIA SPORTS INC/GREAT WE (Continued) **S101617745**

Permit Number: Not reported
Permit Status: Not reported

Z187 **DAGGETT H A** **EDR Hist Auto** **1009117409**
West **310 S MARKET LN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.117 mi.
620 ft. **Site 6 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
140 ft. 1931 HEUER HARRY AUTOMOBILE REPAIRING

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188 **NEMOY JACOB** **EDR Hist Cleaner** **1009213505**
WNW **104 E QUEEN** **N/A**
< 1/8 **INGLEWOOD, CA**
0.118 mi.
624 ft.

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
126 ft. 1935 NEMOY JACOB CLOTHES PRESSERS AND CLEANERS

Z189 **FETSCH L N** **EDR Hist Cleaner** **1009212488**
West **312 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.118 mi.
625 ft. **Site 7 of 9 in cluster Z**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
140 ft. 1931 FETSCH L N CLOTHES PRESSERS AND CLEANERS

AD190 **DELGADOS AUTOMOTIVE** **RCRA-SQG** **1000596490**
NW **300 N LA BREA** **HAULERS** **CAD983604620**
< 1/8 **INGLEWOOD, CA 90301** **FINDS**
0.123 mi. **ECHO**
647 ft. **Site 1 of 5 in cluster AD** **HAZNET**

Relative: RCRA-SQG:
Lower
Date form received by agency: 09/04/1991
Actual: Facility name: DELGADOS AUTOMOTIVE
131 ft. Facility address: 300 N LA BREA
INGLEWOOD, CA 90301
EPA ID: CAD983604620
Contact: JOSE PORTERO
Contact address: 300 N LA BREA
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 213-670-8120

DELGADOS AUTOMOTIVE (Continued) **1000596490**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: FRANK DELGADO
Owner/operator address: 300 N LA BREA
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 213-671-1515
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

HAULERS:
Facility ID: 1521123
Facility Phone: (310) 671-1515
Business Email Address: Not reported
Contact Person: Lisa Cinco, Luis E. Cinco
Mailing Address: 300 N La Brea Ave
Mailing City: Inglewood
Mailing State: CA
Mailing Zip: 90302-3407
Mailing County: Los Angeles
Mailing Phone: (310) 671-1515
Waste Tire Permit Summary: No Permit record for this business.

FINDS:

DELGADOS AUTOMOTIVE (Continued) **1000596490**

Registry ID: 110002859979

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000596490
Registry ID: 110002859979
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002859979

HAZNET:
envid: 1000596490
Year: 1996
GEPAID: CAD983604620
Contact: JOSE E PORTERO
Telephone: 3106711515
Mailing Name: Not reported
Mailing Address: 300 N LA BREA
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0374
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000596490
Year: 1996
GEPAID: CAD983604620
Contact: JOSE E PORTERO
Telephone: 3106711515
Mailing Name: Not reported
Mailing Address: 300 N LA BREA
Mailing City,St,Zip: INGLEWOOD, CA 903010000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: .0791
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

DELGADOS AUTOMOTIVE (Continued) **1000596490**

envid:	1000596490
Year:	1995
GEPAID:	CAD983604620
Contact:	JOSE E PORTERO
Telephone:	3106711515
Mailing Name:	Not reported
Mailing Address:	300 N LA BREA
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD093459485
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.0706
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AD191 **DELGADOS AUTOMOTIVE** **EDR Hist Auto** **1008993877**
NW **300 N LA BREA** **N/A**
< 1/8 **INGLEWOOD, CA 90302**
0.123 mi.
647 ft. **Site 2 of 5 in cluster AD**

Relative: EDR Hist Auto
Lower

Actual:
131 ft.

Year:	Name:	Type:
1960	MACK'S TEXACO SERVICE	Not reported
1973	DELGADO FRANCISCO G	Gasoline Service Stations
1974	DELGADO FRANCISCO G	Gasoline Service Stations
1975	DELGADO FRANCISCO G	General Automotive Repair Shops
1976	DELGADO FRANCISCO G	General Automotive Repair Shops
1977	DELGADO FRANCISCO G	General Automotive Repair Shops
1978	DELGADO FRANCISCO G	General Automotive Repair Shops
1979	DELGADO FRANCISCO G	General Automotive Repair Shops
1980	DELGADO FRANCISCO G	General Automotive Repair Shops
1982	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1983	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1985	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1986	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1987	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1988	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1989	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1990	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1991	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1992	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1993	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1994	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1995	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1996	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1997	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1998	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
1999	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2000	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2001	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2002	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2003	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2004	DELGADOS AUTOMOTIVE	General Automotive Repair Shops

DELGADOS AUTOMOTIVE (Continued) **1008993877**

2004	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2005	DELGADOS AUTOMOTIVE	General Automotive Repair Shops
2005	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2005	BAJA TIRES & AUTO SERVICE	Auto And Home Supply Stores, NEC
2005	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2006	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2006	BAJA TIRES & AUTO SERVICE	Auto And Home Supply Stores, NEC
2006	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2007	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2007	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2008	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2008	DELGARDO AUTOMOTIVE	General Automotive Repair Shops
2009	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2010	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2011	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2012	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2013	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC
2014	BAJA TIRES & AUTO SERVICE	Automotive Repair Shops, NEC

Z192 **PITSTOP AUTO REPAIR** **EDR Hist Auto** **1022216293**
West **309 E HILLCREST BLVD** **N/A**
< 1/8 **INGLEWOOD, CA 90301**
0.123 mi.
648 ft. **Site 8 of 9 in cluster Z**

Relative: EDR Hist Auto
Lower

Actual: **142 ft.**

Year:	Name:	Type:
2009	PITSTOP AUTO REPAIR	General Automotive Repair Shops
2010	PITSTOP AUTO REPAIR	General Automotive Repair Shops

AE193 **DUKES AUTOMOTIVE SERVICE** **EDR Hist Auto** **1021706355**
South **10223 S PRAIRIE AVE** **N/A**
< 1/8 **INGLEWOOD, CA 90304**
0.124 mi.
654 ft. **Site 1 of 2 in cluster AE**

Relative: EDR Hist Auto
Lower

Actual: **86 ft.**

Year:	Name:	Type:
1969	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1970	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1971	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1972	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1973	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1974	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1975	DUKES AUTOMOTIVE SERVICE	Gasoline Service Stations
1976	DUKES AUTOMOTIVE SERVICE	General Automotive Repair Shops
1977	DUKES AUTOMOTIVE SERVICE	General Automotive Repair Shops
1978	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1979	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1980	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1982	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1983	BUDGET AUTO ENTERPRISE	General Automotive Repair Shops
1988	E & M GERMAN CAR REPAIR	Automotive Repair Shops, NEC
1989	E & M GERMAN CAR REPAIR	Automotive Repair Shops, NEC

DUKES AUTOMOTIVE SERVICE (Continued) **1021706355**

1993	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1994	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1995	GES AUTO PARTS	Auto And Truck Equipment And Parts
1995	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1996	GES AUTO PARTS	Auto And Truck Equipment And Parts
1996	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1997	GES AUTO PARTS	Auto And Truck Equipment And Parts
1997	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1998	GES AUTO PARTS	Auto And Truck Equipment And Parts
1998	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1999	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
1999	GES AUTO PARTS	Auto And Truck Equipment And Parts
2000	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2000	GES AUTO PARTS	Auto And Truck Equipment And Parts
2001	GES AUTO PARTS	Auto And Truck Equipment And Parts
2001	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2002	GES AUTO PARTS	Auto And Truck Equipment And Parts
2002	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2003	GES AUTO PARTS	Auto And Truck Equipment And Parts
2003	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2004	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2004	GES AUTO PARTS	Auto And Truck Equipment And Parts
2005	GES AUTO PARTS	Auto And Truck Equipment And Parts
2005	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2006	GES AUTO PARTS	Auto And Truck Equipment And Parts
2006	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2007	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2008	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2009	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2010	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2011	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2012	E & M GERMAN CAR REPAIR	General Automotive Repair Shops
2013	E & M GERMAN CAR REPAIR	General Automotive Repair Shops

AE194 **NONE** **SWEEPS UST U001563862**
South **10223 S PRAIRIE** **HIST UST N/A**
< 1/8 **INGLEWOOD, CA 90303**
0.124 mi.
654 ft. **Site 2 of 2 in cluster AE**

Relative: SWEEPS UST:
Lower

Status:	Active
Comp Number:	13470
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

Actual:
86 ft.

NONE (Continued) **U001563862**

HIST UST:

File Number:	0002643F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002643F.pdf
Region:	STATE
Facility ID:	00000005143
Facility Type:	Other
Other Type:	AUTO REPAIR
Contact Name:	Not reported
Telephone:	2136776304
Owner Name:	ELIAS FAGGOUSEL
Owner Address:	15027 KINGSDALE AVE
Owner City,St,Zip:	LAWNDALE, CA 90260
Total Tanks:	0003
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Pressure Test
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Pressure Test
Tank Num:	003
Container Num:	0000000001
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Pressure Test

Click here for Geo Tracker PDF:

Z195 **FETSCH L N** **EDR Hist Cleaner** **1009213099**
West **324 S MARKET** **N/A**
< 1/8 **INGLEWOOD, CA**
0.124 mi.
657 ft. **Site 9 of 9 in cluster Z**

Relative: EDR Hist Cleaner
Lower

Actual:
140 ft.

Year:	Name:	Type:
1935	FETSCH L N	CLOTHES PRESSERS AND CLEANERS
1940	FETSCH L N	CLOTHES PRESSERS AND CLEANERS

AF196 **UNOCAL #1923** **LUST** **S101296466**
WNW **145 MANCHESTER BLVD E** **HIST CORTESE** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.130 mi.
686 ft. **Site 1 of 5 in cluster AF**

Relative:
Lower

Actual:
123 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703510
Global Id:	T0603703510
Latitude:	33.9618194
Longitude:	-118.3542359
Status:	Completed - Case Closed
Status Date:	10/07/1993
Case Worker:	JOA
RB Case Number:	I-09888
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0603703510
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703510
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603703510
Action Type:	Other
Date:	08/14/1990
Action:	Leak Discovery

Global Id:	T0603703510
Action Type:	Other
Date:	08/14/1990
Action:	Leak Stopped

Global Id:	T0603703510
Action Type:	Other
Date:	08/16/1990
Action:	Leak Reported

UNOCAL #1923 (Continued) **S101296466**

LUST:

Global Id:	T0603703510
Status:	Open - Case Begin Date
Status Date:	08/14/1990
Global Id:	T0603703510
Status:	Open - Site Assessment
Status Date:	08/16/1990
Global Id:	T0603703510
Status:	Open - Site Assessment
Status Date:	05/21/1992
Global Id:	T0603703510
Status:	Completed - Case Closed
Status Date:	10/07/1993

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-09888	
Status:	Case Closed	
Substance:	Waste Oil	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703510	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	LA BREA	
Enforcement Type:	Informal Enforcement Actions,including Notices of Violations and Staff Enforcement Letters	
Date Leak Discovered:	8/14/1990	
Date Leak First Reported:		8/16/1990
Date Leak Record Entered:	10/16/1990	
Date Confirmation Began:	8/16/1990	
Date Leak Stopped:	8/14/1990	
Date Case Last Changed on Database:		10/7/1993
Date the Case was Closed:		10/7/1993
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	LIM, BONG SANG	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2181.93255709926684573784411 52
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/21/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported

UNOCAL #1923 (Continued) **S101296466**

Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	1/1/1965
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	UNOCAL
RP Address:	17700 CASTLETO ST, SUITE 500, CITY OF INDUSTRY, 91748
Program:	LUST
Lat/Long:	33.9618194 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	ROUTINE TANK REPLACEMENT. WASTE-OIL TANK HEAVILY CORRODED AND RIDDLED WITH HOLES. SOIL EXCESSIVELY CONTAMINATED TO ATLEAST 17' BELOW GRADE. FURTHER EXCAVATION OR SOIL BORINGS TOBE PERFORMED TO DETERMINE EXTENT AND REMEDIAT

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09888

AA197 **SPARKLING CLEANERS** **CA FID UST** **S102056078**
West **320 S LA BREA AVE** **DRYCLEANERS** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302** **EMI**
0.131 mi. **LOS ANGELES CO. HMS**
692 ft. **Site 12 of 12 in cluster AA**

Relative:
Lower

Actual:
131 ft.

CA FID UST:

Facility ID:	19003587
Regulated By:	UTNKA
Regulated ID:	00005140
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136454141
Mail To:	Not reported
Mailing Address:	320 S LA BREA AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900450000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

Facility ID: 19003587

SPARKLING CLEANERS (Continued) **S102056078**

Regulated By: UTNKI
Regulated ID: 00017471
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 320 N LA BREA AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD 90302
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

DRYCLEAN SOUTH COAST:
Facility ID: 9372
Application Number: 150492
Permit Number: M58832
Status: A
Representative Name: BELLE GARDNER
Representative Telephone: 213 6781476
Permit Status: INACTIVE
BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East: 374.95300293
UTM North: 3758.3769531

Facility ID: 9372
Application Number: C35337
Permit Number: M18125
Status: A
Representative Name: BELLE GARDNER
Representative Telephone: 213 6781476
Permit Status: INACTIVE
BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East: 374.95300293
UTM North: 3758.3769531

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 8
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0

SPARKLING CLEANERS (Continued) **S102056078**

SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 5
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 4
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 9372
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

LOS ANGELES CO. HMS:
Region: LA

SPARKLING CLEANERS (Continued) **S102056078**

Permit Category: Not reported
Facility Id: 014795-015542
Facility Type: Not reported
Facility Status: Removed
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

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198 West 1/8-1/4 0.141 mi. 743 ft.

USPS HILLCREST STATION
300 E HILLCREST BLVD
INGLEWOOD, CA 90301

RCRA-SQG 1001486834
FINDS CAR000051821
ECHO
HAZNET

Relative: Lower

Actual: 143 ft.

RCRA-SQG:
Date form received by agency: 05/04/1999
Facility name: USPS HILLCREST STATION
Facility address: 300 E HILLCREST BLVD
INGLEWOOD, CA 90301-9998
EPA ID: CAR000051821
Contact: DON PITCHER
Contact address: 300 E HILLCREST BLVD
INGLEWOOD, CA 90301-9998
Contact country: US
Contact telephone: 310-674-0382
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: UNITED STATES POSTAL SERVICE
Owner/operator address: 2300 REDONDO AVENUE
LONG BEACH, CA 90809
Owner/operator country: Not reported
Owner/operator telephone: 562-494-2313
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Federal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

USPS HILLCREST STATION (Continued) **1001486834**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 05/04/1999
Site name: USPS HILLCREST STATION
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002927726

Environmental Interest/Information System
FEDERAL FACILITY HAZARDOUS WASTE DOCKET

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1001486834
Registry ID: 110002927726
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002927726

HAZNET:
envid: 1001486834
Year: 2001
GEPAID: CAR000051821
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 300 E HILLCREST BLVD
Mailing City,St,Zip: INGLEWOOD, CA 903019998
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.5

USPS HILLCREST STATION (Continued) **1001486834**

Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1001486834
Year:	1999
GEPAID:	CAR000051821
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	300 E HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903019998
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	176.9880
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1001486834
Year:	1999
GEPAID:	CAR000051821
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	300 E HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903019998
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Disposal, Other
Tons:	33.7120
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AB199 **INGLEWOOD COURTS** **HIST UST** **U001562316**
WNW **1 E REGENT ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90063**
0.147 mi.
774 ft. **Site 3 of 3 in cluster AB**

Relative: HIST UST:
Lower

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000020732
Facility Type:	Other
Other Type:	COURT
Contact Name:	L. A. COUNTY MECHANICAL DEPT.
Telephone:	2132672242
Owner Name:	LOS ANGELES COUNTY MECHANICAL
Owner Address:	1100 NORTH EASTERN AVENUE
Owner City,St,Zip:	LOS ANGELES, CA 90063

Actual:
125 ft.

INGLEWOOD COURTS (Continued) **U001562316**

Total Tanks: 0001

Tank Num: 001
Container Num: TANK #1
Year Installed: 1975
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

AG200 **HALLMARK MOTORS INC** **RCRA-SQG** **1000289932**
NW **124 W BEACH** **FINDS** **CAD982017816**
1/8-1/4 **INGLEWOOD, CA 90302** **ECHO**
0.148 mi.
783 ft. **Site 1 of 4 in cluster AG**

Relative:
Lower

Actual:
121 ft.

RCRA-SQG:
Date form received by agency: 07/28/1987
Facility name: HALLMARK MOTORS INC
Facility address: 124 W BEACH
INGLEWOOD, CA 90302
EPA ID: CAD982017816
Contact: ENVIRONMENTAL MANAGER
Contact address: 124 W BEACH
INGLEWOOD, CA 90302
Contact country: US
Contact telephone: 213-391-6275
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported

HALLMARK MOTORS INC (Continued) **1000289932**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002777451

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000289932
Registry ID: 110002777451
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002777451

AG201
NW
1/8-1/4
0.148 mi.
783 ft.

AIRPORT GROUND TRANSPORT SVC
124 W BEACH AVE SECTION A
INGLEWOOD, CA 90302

Site 2 of 4 in cluster AG

RCRA-SQG **1000985177**
FINDS **CA0001012368**

Relative:
Lower

Actual:
121 ft.

RCRA-SQG:

Date form received by agency:	01/16/1995
Facility name:	AIRPORT GROUND TRANSPORT SVC
Facility address:	124 W BEACH AVE SECTION A INGLEWOOD, CA 90302
EPA ID:	CA0001012368
Mailing address:	W BEACH AVE SECTION A INGLEWOOD, CA 90302
Contact:	PERRY BEHZADIAN
Contact address:	124 W BEACH AVE SECTION A INGLEWOOD, CA 90302
Contact country:	US
Contact telephone:	310-671-8821
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	FATEMEH S ZAMANI
Owner/operator address:	124 W BEACH AVE SEC A INGLEWOOD, CA 90302
Owner/operator country:	Not reported
Owner/operator telephone:	310-671-8821
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

AIRPORT GROUND TRANSPORT SVC (Continued) **1000985177**

Violation Status: No violations found

FINDS:

Registry ID: 110002623616

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

AD202 **DICKS AUTO REPAIR** **RCRA-SQG** **1000272036**
NW **311 N LA BREA AVE** **FINDS** **CAD982042012**
1/8-1/4 **INGLEWOOD, CA 90302** **ECHO**
0.149 mi.
786 ft. **Site 3 of 5 in cluster AD**

Relative:
Lower

Actual:
129 ft.

RCRA-SQG:
Date form received by agency: 09/28/1987
Facility name: DICKS AUTO REPAIR
Facility address: 311 N LA BREA AVE
INGLEWOOD, CA 90302
EPA ID: CAD982042012
Contact: RAY REGIEC
Contact address: 311 N LA BREA AVE
INGLEWOOD, CA 90302
Contact country: US
Contact telephone: 213-671-4696
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

DICKS AUTO REPAIR (Continued) **1000272036**

Owner/operator name: JAMES HANSEN
Owner/operator address: BOX 172 HIGHLAND ORCHARDS RD
UNDERWOOD, WA 98651
Owner/operator country: Not reported
Owner/operator telephone: 509-493-2981
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002786218

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000272036
Registry ID: 110002786218
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002786218

AG203 **B AND H TOW** **RCRA-SQG** **1000596474**
NW **150 W IVY** **FINDS** **CAD983604463**
1/8-1/4 **INGLEWOOD, CA 90302** **ECHO**
0.162 mi.
855 ft. **Site 3 of 4 in cluster AG**

Relative:
Lower

Actual:
126 ft.

RCRA-SQG:

Date form received by agency:	09/04/1991
Facility name:	B AND H TOW
Facility address:	150 W IVY INGLEWOOD, CA 90302
EPA ID:	CAD983604463
Contact:	ROBERT ELLISON
Contact address:	150 W IVY INGLEWOOD, CA 90302
Contact country:	US
Contact telephone:	213-674-3222
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HAROLD EKMAINIAN
Owner/operator address:	52 LOOKOUT DR PALM DESERT, CA 90622
Owner/operator country:	Not reported
Owner/operator telephone:	619-773-5752
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

B AND H TOW (Continued) **1000596474**

FINDS:

Registry ID: 110002859835

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000596474
Registry ID:	110002859835
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002859835

AG204 **B AND H INGLEWOOD TOW INC** **HIST UST** **U001563832**
NW **150 W IVY** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302**
0.162 mi.
855 ft. **Site 4 of 4 in cluster AG**

Relative:
Lower

Actual:
126 ft.

HIST UST:

File Number:	0002663D
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002663D.pdf
Region:	STATE
Facility ID:	00000005135
Facility Type:	Other
Other Type:	TOWING
Contact Name:	ROBERT ELLISON
Telephone:	2136743222
Owner Name:	B & H INGLEWOOD TOW, INC
Owner Address:	150 W IVY
Owner City,St,Zip:	INGLEWOOD, CA 90302
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

AD205 **INGLEWOOD CAR WASH** **LUST** **U001563843**
NW **320 N LA BREA AVE** **SWEEPS UST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302** **HIST UST**
0.169 mi. **HIST CORTESE**
891 ft. **Site 4 of 5 in cluster AD** **LOS ANGELES CO. HMS**

Relative:
Lower

Actual:
131 ft.

LUST:

Lead Agency:	SWRCB
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000006987
Global Id:	T10000006987
Latitude:	33.96009
Longitude:	-118.35272
Status:	Completed - Case Closed
Status Date:	05/26/2015
Case Worker:	GWL
RB Case Number:	Not reported
Local Agency:	Not reported
File Location:	All Files are on GeoTracker or in the Local Agency Database
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T10000006987
Contact Type:	Local Agency Caseworker
Contact Name:	GEORGE LOCKWOOD
Organization Name:	SWRCB
Address:	1001 I STREET
City:	SACRAMENTO
Email:	glockwood@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T10000006987
Action Type:	Other
Date:	02/06/2013
Action:	Leak Reported

Global Id:	T10000006987
Action Type:	RESPONSE
Date:	05/21/2015
Action:	Tank Removal Report / UST Sampling Report

Global Id:	T10000006987
Action Type:	Other
Date:	02/06/2013
Action:	Leak Began

Global Id:	T10000006987
Action Type:	ENFORCEMENT
Date:	04/02/2013
Action:	Closure/No Further Action Letter

Global Id:	T10000006987
Action Type:	Other
Date:	02/06/2013
Action:	Leak Discovery

INGLEWOOD CAR WASH (Continued) **U001563843**

LUST:

Global Id:	T10000006987
Status:	Open - Case Begin Date
Status Date:	02/06/2013
Global Id:	T10000006987
Status:	Completed - Case Closed
Status Date:	05/21/2014
Global Id:	T10000006987
Status:	Completed - Case Closed
Status Date:	05/26/2014
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/20/2015
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/20/2015
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/21/2015
Global Id:	T10000006987
Status:	Completed - Case Closed
Status Date:	05/26/2015
Global Id:	T10000006987
Status:	Open - Eligible for Closure
Status Date:	05/26/2015

SWEEPS UST:

Status:	Not reported
Comp Number:	9755
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009755-000001
Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	3
Status:	Not reported
Comp Number:	9755
Number:	Not reported
Board Of Equalization:	Not reported

INGLEWOOD CAR WASH (Continued) **U001563843**

Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009755-000002
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 9755
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009755-000003
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
File Number: 00026F8B
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026F8B.pdf
Region: STATE
Facility ID: 00000017471
Facility Type: Other
Other Type: Not reported
Contact Name: JERRY RAWLINS
Telephone: 2136731968
Owner Name: INGLEWOOD CAR WASH
Owner Address: 320 N LA BREA
Owner City,St,Zip: INGLEWOOD, CA 90302
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00003000

INGLEWOOD CAR WASH (Continued) **U001563843**

Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00007000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09755

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 009909-009755
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 00001036T
Permit Status: Removed

AD206 **INGLEWOOD CAR WASH** **LUST** **S105033745**
NW **320 LA BREA AVE N** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302**
0.169 mi.
891 ft. **Site 5 of 5 in cluster AD**

Relative:
Lower

Actual:
131 ft.

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703482
Global Id: T0603703482
Latitude: 33.9677845354553
Longitude: -118.354413757742
Status: Completed - Case Closed
Status Date: 11/21/1996
Case Worker: YR

INGLEWOOD CAR WASH (Continued) **S105033745**

RB Case Number: I-09755
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703482
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703482
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703482
Action Type: Other
Date: 06/06/1991
Action: Leak Stopped

Global Id: T0603703482
Action Type: Other
Date: 04/27/1992
Action: Leak Reported

Global Id: T0603703482
Action Type: Other
Date: 06/06/1991
Action: Leak Discovery

LUST:
Global Id: T0603703482
Status: Open - Case Begin Date
Status Date: 06/06/1991

Global Id: T0603703482
Status: Open - Site Assessment
Status Date: 04/23/1992

Global Id: T0603703482
Status: Open - Remediation
Status Date: 04/30/1996

Global Id: T0603703482

INGLEWOOD CAR WASH (Continued) **S105033745**

Status: Completed - Case Closed
Status Date: 11/21/1996

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-09755	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703482	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/6/1991	
Date Leak First Reported:		4/27/1992
Date Leak Record Entered:	5/26/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	6/6/1991	
Date Case Last Changed on Database:		10/24/1996
Date the Case was Closed:		11/21/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	LEE, JOO BOK	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1150.630146583177678529706090 1
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		4/23/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		4/30/1996
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	INGLEWOOD CAR WASH	
RP Address:	320 N. LA BREA AVE., INGLEWOOD CA 90302	
Program:	LUST	
Lat/Long:	33.9669223 / -1	
Local Agency Staff:	Not reported	

INGLEWOOD CAR WASH (Continued) **S105033745**

Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	INGLEWOOD CAR WASH (CLAIM #1703)

AF207 **INGLEWOOD CITY CS** **SWEEPS UST** **S102055447**
WNW **1 MANCHESTER BOULEVARD** **EMI** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301** **ENF**
0.170 mi. **CIWQS**
895 ft. **Site 2 of 5 in cluster AF**

Relative:
Lower

Actual:
121 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13728
Number:	9
Board Of Equalization:	44-010223
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013728-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	1

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6876
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

ENF:

Region:	4
Facility Id:	632003
Agency Name:	Inglewood City
Place Type:	Utility
Place Subtype:	Collection_System
Facility Type:	Municipal/Domestic
Agency Type:	City Agency

INGLEWOOD CITY CS (Continued) **S102055447**

# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	2
Complexity:	C
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	SSOMUNILRG
Program Category1:	SSO
Program Category2:	SSO
# Of Programs:	1
WDID:	4SSO10395
Reg Measure Id:	301182
Reg Measure Type:	Enrollee
Region:	4
Order #:	2006-0003-DWQ
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	4676
Status:	Active
Status Date:	12/24/2009
Effective Date:	11/21/2006
Expiration/Review Date:	12/31/2009
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y
Individual/General:	I
Fee Code:	58 - Non15 Based on (TTWQ)/CPLX)
Direction/Voice:	Passive
Enforcement Id(EID):	402322

INGLEWOOD CITY CS (Continued) **S102055447**

Region:	4
Order / Resolution Number:	Not reported
Enforcement Action Type:	Notice of Violation
Effective Date:	07/23/2015
Adoption/Issuance Date:	07/23/2015
Achieve Date:	Not reported
Termination Date:	08/21/2015
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV 07/23/2015 for Inglewood City
Description:	Not reported
Program:	SSOMUNISML
Latest Milestone Completion Date:	2015-08-21
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

CIWQS:

Agency:	Inglewood City
Agency Address:	One Manchester Boulevard, Inglewood, CA 90301
Place/Project Type:	Collection_System
SIC/NAICS:	Not reported
Region:	4
Program:	SSOMUNILRG
Regulatory Measure Status:	Active
Regulatory Measure Type:	Enrollee
Order Number:	2006-0003-DWQ
WDID:	4SSO10395
NPDES Number:	Not reported
Adoption Date:	Not reported
Effective Date:	11/21/2006
Termination Date:	Not reported
Expiration/Review Date:	12/31/2009
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	C
TTWQ:	2
Enforcement Actions within 5 years:	1
Violations within 5 years:	9
Latitude:	Not reported
Longitude:	Not reported

AF208 **CITY OF INGLEWOOD-CITY HALL** **UST** **U003777153**
WNW **1 W MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.170 mi.
895 ft. **Site 3 of 5 in cluster AF**

Relative: UST:
Lower
Facility ID: LACoFA0017365
Actual: Permitting Agency: Los Angeles County Fire Department
121 ft. Latitude: 33.96181
Longitude: -118.35522

AF209 **CITY HALL** **HIST UST** **S118408698**
WNW **ONE MANCHESTER BOULEVARD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.170 mi.
895 ft. **Site 4 of 5 in cluster AF**

Relative: HIST UST:
Lower
File Number: 00027031
Actual: URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027031.pdf
121 ft. Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

AF210 **INGLEWOOD HIGH SCHOOL** **RCRA-SQG** **1000282334**
West **231 S GREVILLEA AVE** **ENVIROSTOR** **CAD104286380**
1/8-1/4 **INGLEWOOD, CA 90301** **SCH**
0.173 mi. **FINDS**
916 ft. **Site 5 of 5 in cluster AF** **ECHO**

Relative: RCRA-SQG:
Lower
Date form received by agency: 07/26/2000
Actual: Facility name: INGLEWOOD HIGH SCHOOL
121 ft. Facility address: 231 S GREVILLEA AVE
INGLEWOOD, CA 90301
EPA ID: CAD104286380
Mailing address: 401 S INGLEWOOD AVE
INGLEWOOD, CA 90301
Contact: ROSE MULTARI

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Contact address: 401 S INGLEWOOD AVE
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 310-419-2767
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: INGLEWOOD UNIFIFED SCHOOL DISTRICT
Owner/operator address: 401 S INGLEWOOD AVE
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 310-419-2767
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Historical Generators:
Date form received by agency: 09/01/1996
Site name: INGLEWOOD HIGH SCHOOL
Classification: Small Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 19820102
Status: Inactive - Needs Evaluation
Status Date: 12/24/2007
Site Code: 304386
Site Type: School Investigation
Site Type Detailed: School
Acres: 16
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.96143
Longitude: -118.3561
APN: 4020-025-900, 4020025900
Past Use: FUEL - VEHICLE STORAGE/ REFUELING, SCHOOL - HIGH SCHOOL
Potential COC: TPH-diesel Lead
Confirmed COC: NONE SPECIFIED
Potential Description: SED, SOIL
Alias Name: INGLEWOOD HIGH SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-INGLEWOOD HIGH SCHOOL
Alias Type: Alternate Name
Alias Name: 4020-025-900
Alias Type: APN
Alias Name: 4020025900
Alias Type: APN
Alias Name: 304386
Alias Type: Project Code (Site Code)
Alias Name: 19820102
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/23/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/18/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 12/07/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/11/2007
Comments: PEA conditionally approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19820102
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 16
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Ivy Osornio
Supervisor: Shahir Haddad

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304386
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	12/24/2007
Restricted Use:	NO
Funding:	School District
Latitude:	33.96143
Longitude:	-118.3561
APN:	4020-025-900, 4020025900
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, SCHOOL - HIGH SCHOOL
Potential COC:	TPH-diesel, TPH-diesel, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SED, SOIL
Alias Name:	INGLEWOOD HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-INGLEWOOD HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	4020-025-900
Alias Type:	APN
Alias Name:	4020025900
Alias Type:	APN
Alias Name:	304386
Alias Type:	Project Code (Site Code)
Alias Name:	19820102
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	07/23/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/18/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	12/07/2005
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/26/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

INGLEWOOD HIGH SCHOOL (Continued) **1000282334**

Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/11/2007
Comments: PEA conditionally approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

FINDS:

Registry ID: 110002666927

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000282334
Registry ID: 110002666927
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002666927

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211 WNW 1/8-1/4 0.179 mi. 945 ft. **CROZIER MIDDLE SCHOOL** **ENVIROSTOR** **S118756591**
151 NORTH GREVILLEA AVE **SCH** **N/A**
INGLEWOOD, CA 90301

Relative: Lower
Actual: 121 ft.

ENVIROSTOR:
Facility ID: 19820101
Status: No Action Required
Status Date: 01/02/2003
Site Code: 304385

CROZIER MIDDLE SCHOOL (Continued) **S118756591**

Site Type: School Investigation
Site Type Detailed: School
Acres: 6.2
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.9638
Longitude: -118.3552
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead TPH-diesel
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: CROZIER MIDDLE SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-CROZIER MIDDLE SCHOOL
Alias Type: Alternate Name
Alias Name: 304385
Alias Type: Project Code (Site Code)
Alias Name: 19820101
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 01/02/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CROZIER MIDDLE SCHOOL (Continued) **S118756591**

Completed Document Type:	Phase 1 Addendum
Completed Date:	07/09/2004
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19820101
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6.2
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304385
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	01/02/2003
Restricted Use:	NO
Funding:	School District
Latitude:	33.9638
Longitude:	-118.3552
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Lead, Lead, TPH-diesel
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	CROZIER MIDDLE SCHOOL
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-CROZIER MIDDLE SCHOOL
Alias Type:	Alternate Name
Alias Name:	304385
Alias Type:	Project Code (Site Code)
Alias Name:	19820101
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/09/2004

CROZIER MIDDLE SCHOOL (Continued) **S118756591**

Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	11/04/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	08/29/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	01/02/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	07/09/2004
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AH212 **THE FORUM** **HIST UST** **S118416066**
East **3900 WEST MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 1 of 4 in cluster AH**

Relative: HIST UST:
Higher

File Number:	000277CD
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000277CD.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported

Actual:
156 ft.

THE FORUM (Continued) **S118416066**

Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AH213 **THE FORUM** **HIST UST** **U001563906**
East **3900 W MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 2 of 4 in cluster AH**

Relative: HIST UST:
Higher

Actual:
156 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000017298
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2134193100
Owner Name:	JERRY BUSS
Owner Address:	3900 WEST MANCHESTER
Owner City,St,Zip:	INGLEWOOD, CA 90306
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	1967
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

AH214 **THE FORUM** **HIST UST** **S118416067**
East **3900 WEST MANCHESTER** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 3 of 4 in cluster AH**

Relative: HIST UST:
Higher

Actual: File Number:	00027130
156 ft. URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027130.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AH215 **THE FORUM** **HIST UST** **U001563907**
East **3900 W MANCHESTER BLVD** **N/A**
1/8-1/4 **INGLEWOOD, CA 90306**
0.187 mi.
987 ft. **Site 4 of 4 in cluster AH**

Relative: HIST UST:
Higher

Actual: File Number:	Not reported
156 ft. URL:	Not reported
Region:	STATE
Facility ID:	00000063662
Facility Type:	Other
Other Type:	RETAIL SALES
Contact Name:	Not reported
Telephone:	2134193119
Owner Name:	DR. JERRY H. BUSS DBA CALIFORN
Owner Address:	3900 WEST MANCHESTER BLVD.
Owner City,St,Zip:	INGLEWOOD, CA 90306
Total Tanks:	0002
Tank Num:	001
Container Num:	3427013
Year Installed:	1973
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

THE FORUM (Continued) **U001563907**

Tank Num:	002
Container Num:	TBA
Year Installed:	1985
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Sensor Instrument

AI216 **QUALITY BUSINESS MACHINES** **RCRA-SQG 1004676182**
West **233 E HILCREST BLVD** **FINDS CAR000081935**
1/8-1/4 **INGLEWOOD, CA 90301** **ECHO**
0.194 mi.
1024 ft. **Site 1 of 2 in cluster AI**

Relative:
Lower

Actual:
134 ft.

RCRA-SQG:

Date form received by agency:	09/07/2000
Facility name:	QUALITY BUSINESS MACHINES
Facility address:	233 E HILCREST BLVD INGLEWOOD, CA 90301
EPA ID:	CAR000081935
Contact:	ALEX ABDENNOUR
Contact address:	233 E HILCREST BLVD INGLEWOOD, CA 90301
Contact country:	US
Contact telephone:	310-330-4733
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HOCHSTEIN STEVE
Owner/operator address:	233 E HILCREST BLVD INGLEWOOD, CA 90301
Owner/operator country:	Not reported
Owner/operator telephone:	310-330-4733
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

QUALITY BUSINESS MACHINES (Continued) **1004676182**

Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110012184625

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004676182
Registry ID: 110012184625
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012184625

AJ217 **MAINTENANCE DEPARTMENT** **HIST UST** **1000322165**
NW **416 EDGEWOOD ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.200 mi.
1057 ft. **Site 1 of 2 in cluster AJ**

Relative: **Lower**
Actual: **137 ft.**

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000020880
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	MARK GANIER
Telephone:	2134192500
Owner Name:	INGLEWOOD UNIFIED SCHOOL DISTR
Owner Address:	401 SOUTH INGLEWOOD AVENUE
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	1955
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	1955
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

AJ218 **INGLEWOOD USD MAINTENANCE/TRANSPORTATION FACILITY** **HIST UST** **S113003589**
NW **416 N EDGEWOOD ST** **HAZNET** **N/A**
1/8-1/4 **INGLEWOOD, CA 90302**
0.200 mi.
1057 ft. **Site 2 of 2 in cluster AJ**

Relative: **Lower**
Actual: **137 ft.**

HIST UST:

File Number:	00026F94
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026F94.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported

INGLEWOOD USD MAINTENANCE/TRANSPORTATION FACILITY (Continued) **S113003589**

Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

HAZNET:

envid:	S113003589
Year:	2013
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3106804891
Mailing Name:	Not reported
Mailing Address:	416 NORTH NORTH EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903020000
Gen County:	Los Angeles
TSD EPA ID:	02-IV-99-10
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Solvents Recovery
Tons:	2.5284
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113003589
Year:	2013
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3106804891
Mailing Name:	Not reported
Mailing Address:	416 NORTH NORTH EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903020000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.4587
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113003589
Year:	2013
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3106804891
Mailing Name:	Not reported
Mailing Address:	416 NORTH NORTH EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903020000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019

INGLEWOOD USD MAINTENANCE/TRANSPORTATION FACILITY (Continued) **S113003589**

TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113003589
Year:	2011
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3103304411
Mailing Name:	Not reported
Mailing Address:	416 EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903023415
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Unspecified alkaline solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1351
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113003589
Year:	2011
GEPAID:	CAD981169881
Contact:	JOHN WILRIDGE
Telephone:	3103304411
Mailing Name:	Not reported
Mailing Address:	416 EDGEWOOD ST
Mailing City,St,Zip:	INGLEWOOD, CA 903023415
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Unspecified alkaline solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1351
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
127 additional CA_HAZNET: record(s) in the EDR Site Report.

219 NNW 1/8-1/4 0.208 mi. 1097 ft.

SUPREME PLATING
330 E BEACH AVE
INGLEWOOD, CA 90302

RCRA-SQG 1000355795
ENVIROSTOR CAD055509277
FINDS
ECHO

Relative: Lower

Actual: 129 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SUPREME PLATING
Facility address:	330 E BEACH AVE INGLEWOOD, CA 90302
EPA ID:	CAD055509277
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHARLES S VLASKAMP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

SUPREME PLATING (Continued) **1000355795**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/23/1986
Site name: SUPREME PLATING
Classification: Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 71002464
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.96893
Longitude: -118.3508
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD055509277
Alias Type: EPA Identification Number
Alias Name: 110002650346
Alias Type: EPA (FRS #)
Alias Name: 71002464
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported

SUPREME PLATING (Continued) **1000355795**

Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

FINDS:

Registry ID: 110002650346

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000355795
Registry ID: 110002650346
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002650346

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220 NNW 1/8-1/4 0.213 mi. 1123 ft. **LA COUNTY METROPOLITIAN TRANSPORTATION AUTHORITY** **UST** **U004265062**
441 E FLORENCE AVE **N/A**
INGLEWOOD, CA 90301

Relative: Higher
Actual: 157 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.96686
Longitude: -118.36317

AK221 **CENTINELA HOSPITAL MEDICAL CTR** **UST** **U003777062**
SSW **555 E HARDY ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.221 mi.
1166 ft. **Site 1 of 2 in cluster AK**

Relative:
Lower

Actual:
99 ft.

UST:
Facility ID: LACoFA0013257
Permitting Agency: Los Angeles County Fire Department
Latitude: 33.95076
Longitude: -118.34828

AK222 **CENTINELA HOSPITAL MEDICAL CENTER** **RCRA-LQG** **1000412831**
SSW **555 E. HARDY STREET** **SWEEPS UST** **CAD052277092**
1/8-1/4 **INGLEWOOD, CA 90301** **HIST UST**
0.221 mi. **EMI**
1166 ft. **Site 2 of 2 in cluster AK** **NPDES**
CIWQS

Relative:
Lower

Actual:
99 ft.

RCRA-LQG:
Date form received by agency: 06/03/2010
Facility name: CENTINELA HOSPITAL MEDICAL CENTER
Facility address: 555 E. HARDY STREET
INGLEWOOD, CA 90301
EPA ID: CAD052277092
Mailing address: E. HARDY STREET
INGLEWOOD, CA 90301
Contact: STAN G HORN
Contact address: E. HARDY STREET
INGLEWOOD, CA 90301
Contact country: US
Contact telephone: 910-680-8277
Contact email: SHORN@CENTINELAMED.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: PRIME CENTINELA LLC
Owner/operator address: E. HARDY STREET
INGLEWOOD, CA 90301
Owner/operator country: Not reported
Owner/operator telephone: 310-673-4660
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Owner/Op start date: 11/01/2007
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CENTINELA HOSPITAL
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: STAN HORN
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/18/2000
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Used oil transporter: No

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 09/01/1996
Site name: CENTINELA HOSPITAL MED CENTER
Classification: Small Quantity Generator

Date form received by agency: 06/19/1986
Site name: CENTINELA HOSPITAL MED CENTER
Classification: Large Quantity Generator

Violation Status: No violations found

SWEEPS UST:
Status: Active
Comp Number: 12915
Number: 9
Board Of Equalization: 44-009975
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012915-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 3

Status: Active
Comp Number: 12915
Number: 9
Board Of Equalization: 44-009975
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012915-000002
Tank Status: A
Capacity: Not reported

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 12915
Number: 9
Board Of Equalization: 44-009975
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012915-000003
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00026A98
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026A98.pdf
Region: STATE
Facility ID: 00000005207
Facility Type: Other
Other Type: HOSPITAL
Contact Name: T. B. MUCK
Telephone: 2136734660
Owner Name: CENTINELA HOSPITAL MEDICAL CEN
Owner Address: 555 EAST HARDY ST.
Owner City,St,Zip: INGLEWOOD, CA 90307
Total Tanks: 0004

Tank Num: 001
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 3
Year Installed: 1977
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/8
Leak Detection: Visual, Stock Inventor, 10

Tank Num: 003
Container Num: 2

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Year Installed: 1977
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/8
Leak Detection: Visual, Stock Inventor, 10

Tank Num: 004
Container Num: 1
Year Installed: 1958
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/8
Leak Detection: Visual, Stock Inventor, 10

Click here for Geo Tracker PDF:

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 59644
Air District Name: SC
SIC Code: 8060
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1993
County Code: 19
Air Basin: SC
Facility ID: 59644
Air District Name: SC
SIC Code: 8062
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 3
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 59644

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	59644
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	154034
Air District Name:	SC
SIC Code:	8099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.44982162544598298
Reactive Organic Gases Tons/Yr:	0.31018000000000001
Carbon Monoxide Emissions Tons/Yr:	1.66612
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0.012406
Particulate Matter Tons/Yr:	0.14202000000000001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.14197151999999999

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	425184
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C363309

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	03/16/2012
PROCESSED DATE:	03/27/2012
STATUS CODE NAME:	Active
STATUS DATE:	03/27/2012
PLACE SIZE:	2.48
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Marios Ignelis
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	714-872-0699
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	mignelis@primehealthcare.com
OPERATOR NAME:	Centinela Hospital Medical Center LLC
OPERATOR ADDRESS:	555 East Hardy Street
OPERATOR CITY:	Inglewood
OPERATOR STATE:	California
OPERATOR ZIP:	90301
OPERATOR CONTACT NAME:	Marios Ignelis
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	714-872-0699
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	mignelis@primehealthcare.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Centinela Hospital Medical Center LLC
DEVELOPER ADDRESS:	555 East Hardy Street
DEVELOPER CITY:	Inglewood
DEVELOPER STATE:	California
DEVELOPER ZIP:	90301
DEVELOPER CONTACT NAME:	Marios Ignelis
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Y
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Marios Ignelis
CERTIFIER TITLE:	Project Manager
CERTIFICATION DATE:	16-MAR-12
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	425184
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C363309
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/27/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Centinela Hospital Medical Center LLC
Discharge Address:	555 East Hardy Street
Discharge City:	Inglewood
Discharge State:	California
Discharge Zip:	90301
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported

CENTINELA HOSPITAL MEDICAL CENTER (Continued) **1000412831**

DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

CIWQS:

Agency:	Centinela Hospital Medical Center LLC
Agency Address:	555 East Hardy Street, Inglewood, CA 90301
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C363309
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	03/27/2012
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.950764
Longitude:	-118.348279

AL223 **ARCO #9645/ FORMER THRIFTY OIL #251** **LUST** **S104539663**
SSW **4130 CENTURY BLVD W** **HIST CORTESE** **N/A**
1/8-1/4 **INGLEWOOD, CA 90304**
0.221 mi.
1166 ft. **Site 1 of 6 in cluster AL**

Relative:
Lower

Actual:
89 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705482
Global Id:	T0603705482
Latitude:	33.9452908
Longitude:	-118.3470505
Status:	Completed - Case Closed
Status Date:	07/02/2013
Case Worker:	MT
RB Case Number:	R-25030
Local Agency:	LOS ANGELES COUNTY
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603705482
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705482
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

LUST:

Global Id:	T0603705482
Action Type:	Other
Date:	02/18/1998
Action:	Leak Reported

Global Id:	T0603705482
Action Type:	ENFORCEMENT
Date:	07/02/2013
Action:	Closure/No Further Action Letter

Global Id:	T0603705482
Action Type:	REMEDIATION
Date:	06/01/1998
Action:	Excavation

ARCO #9645/ FORMER THRIFTY OIL #251 (Continued) **S104539663**

Global Id: T0603705482
Action Type: Other
Date: 12/29/1997
Action: Leak Discovery

Global Id: T0603705482
Action Type: RESPONSE
Date: 06/26/2000
Action: Other Report / Document

Global Id: T0603705482
Action Type: ENFORCEMENT
Date: 05/24/2000
Action: Staff Letter

Global Id: T0603705482
Action Type: ENFORCEMENT
Date: 04/22/2013
Action: Notification - Preclosure

Global Id: T0603705482
Action Type: RESPONSE
Date: 04/28/2011
Action: Clean Up Fund - 5-Year Review Summary

LUST:
Global Id: T0603705482
Status: Open - Case Begin Date
Status Date: 12/29/1997

Global Id: T0603705482
Status: Open - Site Assessment
Status Date: 12/29/1997

Global Id: T0603705482
Status: Open - Referred
Status Date: 05/11/2000

Global Id: T0603705482
Status: Open - Site Assessment
Status Date: 05/24/2000

Global Id: T0603705482
Status: Open - Eligible for Closure
Status Date: 01/18/2013

Global Id: T0603705482
Status: Completed - Case Closed
Status Date: 07/02/2013

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-25030

ARCO #9645/ FORMER THRIFTY OIL #251 (Continued) **S104539663**

Status:	Preliminary site assessment underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		OT
Global ID:	T0603705482	
W Global ID:	Not reported	
Staff:	CEC	
Local Agency:	19000	
Cross Street:	FREEMAN	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/29/1997	
Date Leak First Reported:		2/18/1998
Date Leak Record Entered:	4/30/1998	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		6/26/2000
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4448.5012377334293492732046504
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		12/29/1997
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		67
Significant Interim Remedial Action Taken:		No
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	THRIFTY OIL CO.	
RP Address:	13539 E. FOSTER RD., SANTA FE SPRINGS CA 90670	
Program:	LUST	
Lat/Long:	33.9452908 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	ALSO CASE R-09957	

HIST CORTESE:

Region:	CORTESE

ARCO #9645/ FORMER THRIFTY OIL #251 (Continued) **S104539663**

Facility County Code: 19
Reg By: LTNKA
Reg Id: R-25030

AL224 **THRIFTY OIL CO #251** **SWEEPS UST** **S101586412**
SSW **4130 W CENTURY BLVD** **CA FID UST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301** **HAZNET**
0.227 mi. **LOS ANGELES CO. HMS**
1196 ft. **Site 2 of 6 in cluster AL**

Relative: **Lower**

Actual: **89 ft.**

SWEEPS UST:
Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 1
SWRCB Tank Id: 19-000-009957-000001
Tank Status: A
Capacity: 12000
Active Date: 09-19-90
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 5

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 2
SWRCB Tank Id: 19-000-009957-000002
Tank Status: A
Capacity: 12000
Active Date: 09-19-90
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 3
SWRCB Tank Id: 19-000-009957-000003
Tank Status: A
Capacity: 12000
Active Date: 09-19-90
Tank Use: M.V. FUEL

THRIFTY OIL CO #251 (Continued) **S101586412**

STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: 4
SWRCB Tank Id: 19-000-009957-000004
Tank Status: A
Capacity: 15000
Active Date: 09-19-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 9957
Number: 1
Board Of Equalization: 44-008675
Referral Date: 09-19-90
Action Date: 09-19-90
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009957-000005
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19049219
Regulated By: UTNKA
Regulated ID: 00006387
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134197157
Mail To: Not reported
Mailing Address: 10000 LAKEWOOD BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD 90301
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

THRIFTY OIL CO #251 (Continued) **S101586412**

HAZNET:

envid:	S101586412
Year:	2016
GEPAID:	CAL000373909
Contact:	JAMES BECK
Telephone:	5624956814
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.09
Cat Decode:	Other organic solids
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S101586412
Year:	2016
GEPAID:	CAL000373909
Contact:	JAMES BECK
Telephone:	5624956814
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.9744
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	S101586412
Year:	2015
GEPAID:	CAL000373909
Contact:	ROSIE RANGEL
Telephone:	2106266564
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.0725
Cat Decode:	Not reported

THRIFTY OIL CO #251 (Continued) **S101586412**

Method Decode: Not reported
Facility County: Los Angeles

envid: S101586412
Year: 2015
GEPAID: CAL000373909
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY
Mailing City,St,Zip: SAN ANTONIO, TX 782590000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.168
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S101586412
Year: 2014
GEPAID: CAL000373909
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY
Mailing City,St,Zip: SAN ANTONIO, TX 782590000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010092-009957
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 00001336T
Permit Status: Closed

Region: LA
Permit Category: T
Facility Id: 010092-037167

THRIFTY OIL CO #251 (Continued) **S101586412**

Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000337688
Permit Status: Closed

AL225 **ARCO FACILITY NO 09645** **RCRA-SQG 1004677760**
SSW **4130 W CENTURY BLVD** **FINDS CAR000101253**
1/8-1/4 **INGLEWOOD, CA 90304** **ECHO**
0.227 mi.
1196 ft. **Site 3 of 6 in cluster AL**

Relative: **Lower**

Actual: **89 ft.**

RCRA-SQG:
Date form received by agency: 07/10/2002
Facility name: ARCO FACILITY NO 09645
Facility address: 4130 W CENTURY BLVD
INGLEWOOD, CA 90302
EPA ID: CAR000101253
Mailing address: P O BOX 6038
ARTESIA, CA 90702-6038
Contact: JACK OMAN
Contact address: P O BOX 6038
ARTESIA, CA 90702-6038
Contact country: US
Contact telephone: 714-690-2425
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: B P W COAST PRODUCTS L L C
Owner/operator address: P O BOX 6038
ARTESIA, CA 90702
Owner/operator country: Not reported
Owner/operator telephone: 714-690-2425
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

ARCO FACILITY NO 09645 (Continued) **1004677760**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D000
. Waste name: Not Defined

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110055872890

Environmental Interest/Information System
STATE MASTER

Registry ID: 110012199030

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004677760
Registry ID: 110012199030
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012199030

AL226
SSW
1/8-1/4
0.227 mi.
1196 ft.

ARCO STN 251
4130 W CENTURY BLVD
INGLEWOOD, CA 90304

Site 4 of 6 in cluster AL

HIST UST **U001563878**
N/A

Relative:
Lower

Actual:
89 ft.

HIST UST:

File Number:	00028D1A
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028D1A.pdf
Region:	STATE
Facility ID:	00000006387
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2139239876
Owner Name:	THRIFTY OIL CO.
Owner Address:	10000 LAKEWOOD BLVD.
Owner City,St,Zip:	DOWNEY, CA 90240
Total Tanks:	0006
Tank Num:	001
Container Num:	251-1
Year Installed:	Not reported
Tank Capacity:	00008136
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	251-2
Year Installed:	1981
Tank Capacity:	00015000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	.267
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	251-5
Year Installed:	Not reported
Tank Capacity:	00010068
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	251-7
Year Installed:	Not reported
Tank Capacity:	00006259
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	251-10
Year Installed:	Not reported

ARCO STN 251 (Continued) **U001563878**

Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor

Tank Num:	006
Container Num:	251-11
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

AL227 **ARCO PRODUCTS #09645** **UST** **U003938168**
SSW **4130 W CENTURY BLVD** **LOS ANGELES CO. HMS** **N/A**
1/8-1/4 **INGLEWOOD, CA 90304**
0.227 mi.
1196 ft. **Site 5 of 6 in cluster AL**

Relative:
Lower

Actual:
89 ft.

UST:

Facility ID:	LACoFA0007104
Permitting Agency:	Los Angeles County Fire Department
Latitude:	33.94518
Longitude:	-118.34798

Facility ID:	25030
Permitting Agency:	LOS ANGELES COUNTY
Latitude:	33.946526
Longitude:	-118.346634

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	010092-025030
Facility Type:	0
Facility Status:	Closed
Area:	2E
Permit Number:	000205310
Permit Status:	Closed

AI228 **ZIONS FIRST NATIONAL BANK** **RCRA-SQG** **1000132967**
WSW **425 S MARKET ST** **FINDS** **CAD981579808**
1/8-1/4 **INGLEWOOD, CA 90301** **ECHO**
0.229 mi. **HAZNET**
1208 ft. **Site 2 of 2 in cluster AI**

Relative:
Lower

Actual:
133 ft.

RCRA-SQG:

Date form received by agency:	10/06/2011
Facility name:	ZIONS FIRST NATIONAL BANK
Facility address:	425 S MARKET ST INGLEWOOD, CA 90301
EPA ID:	CAD981579808

ZIONS FIRST NATIONAL BANK (Continued) **1000132967**

Mailing address:	3135 N FAIRFIELD RD LAYTON, UT 94041
Contact:	JULIUS HANNEGAN
Contact address:	2213 MEYERS AVE ESCONDIDO, CA 92029
Contact country:	US
Contact telephone:	760-489-5600
Telephone ext.:	610
Contact email:	JHANNEGAN@ADVANCEDCHEMICAL.NET
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ZIONS FIRST NATIONAL BANK
Owner/operator address:	1 S MAIN ST SALT LAKE CITY, CA 84111
Owner/operator country:	US
Owner/operator telephone:	801-844-7392
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/26/2011
Owner/Op end date:	Not reported

Owner/operator name:	ZACHERY NELSON
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	08/26/2011
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

ZIONS FIRST NATIONAL BANK (Continued) **1000132967**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 291
. Waste name: Latex waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D002
. Waste name: CORROSIVE WASTE

Historical Generators:
Date form received by agency: 11/17/1986
Site name: MAZDA SVC
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002721966

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000132967
Registry ID: 110002721966
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002721966

HAZNET:
envid: 1000132967

ZIONS FIRST NATIONAL BANK (Continued) **1000132967**

Year:	2011
GEPAID:	CAD981579808
Contact:	JULIUS HANNEGAN
Telephone:	6194956480
Mailing Name:	Not reported
Mailing Address:	3135 N FAIRFIELD RD
Mailing City,St,Zip:	LAYTON, UT 840418832
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.133
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000132967
Year:	2011
GEPAID:	CAD981579808
Contact:	JULIUS HANNEGAN
Telephone:	6194956480
Mailing Name:	Not reported
Mailing Address:	3135 N FAIRFIELD RD
Mailing City,St,Zip:	LAYTON, UT 840418832
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.005
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000132967
Year:	2011
GEPAID:	CAD981579808
Contact:	JULIUS HANNEGAN
Telephone:	6194956480
Mailing Name:	Not reported
Mailing Address:	3135 N FAIRFIELD RD
Mailing City,St,Zip:	LAYTON, UT 840418832
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.84
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

229
SW
1/8-1/4
0.234 mi.
1233 ft.

MOBIL #11-GJ4
1007 LA BREA
INGLEWOOD, CA 90302

HIST CORTESE **S104406584**
N/A

Relative:
Lower

Actual:
132 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09385

AL230
SSW
1/8-1/4
0.234 mi.
1236 ft.

UNOCAL SS # 6370
4160 W CENTURY BLVD
INGLEWOOD, CA

Site 6 of 6 in cluster AL

SWEEPS UST **S106933539**
N/A

Relative:
Lower

Actual:
90 ft.

SWEEPS UST:

Status:	Active
Comp Number:	14356
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

231
SSE
1/8-1/4
0.236 mi.
1246 ft.

COATINGS COMPOSITES
10105 DOTY AVE
INGLEWOOD, CA 90303

RCRA-SQG **1000413436**
FINDS **CAD982407611**
ECHO
HAZNET

Relative:
Lower

Actual:
91 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	COATINGS COMPOSITES
Facility address:	10105 DOTY AVE INGLEWOOD, CA 90303
EPA ID:	CAD982407611
Mailing address:	DOTY AVE INGLEWOOD, CA 90303
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator

COATINGS COMPOSITES (Continued) **1000413436**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CENTURY COMMERCE DEV
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	09/01/1996
Site name:	COATINGS COMPOSITES
Classification:	Large Quantity Generator

Violation Status: No violations found

COATINGS COMPOSITES (Continued) **1000413436**

FINDS:

Registry ID: 110002805769

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000413436
Registry ID:	110002805769
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002805769

HAZNET:

envid:	1000413436
Year:	1993
GEPAID:	CAD982407611
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10105 DOTY AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903030000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Not reported
Tons:	8.09999999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000413436
Year:	1993
GEPAID:	CAD982407611
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10105 DOTY AVE
Mailing City,St,Zip:	INGLEWOOD, CA 903030000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Transfer Station
Tons:	1.27170000000
Cat Decode:	Not reported
Method Decode:	Not reported

COATINGS COMPOSITES (Continued) **1000413436**

Facility County: Los Angeles

envid: 1000413436
Year: 1993
GEPAID: CAD982407611
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10105 DOTY AVE
Mailing City,St,Zip: INGLEWOOD, CA 903030000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: 0.4587
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000413436
Year: 1993
GEPAID: CAD982407611
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10105 DOTY AVE
Mailing City,St,Zip: INGLEWOOD, CA 903030000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 10.025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000413436
Year: 1993
GEPAID: CAD982407611
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10105 DOTY AVE
Mailing City,St,Zip: INGLEWOOD, CA 903030000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.45000000000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

COATINGS COMPOSITES (Continued) **1000413436**

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

AM232 **WHALEN ELEMENTARY SCHOOL EXPANSION** **ENVIROSTOR** **S105954520**
South **104TH STREET/105TH STREET** **SCH** **N/A**
1/4-1/2 **LENNOX, CA 90304**
0.251 mi.
1326 ft. **Site 1 of 2 in cluster AM**

Relative:
Lower

Actual:
84 ft.

ENVIROSTOR:

Facility ID:	19880081
Status:	No Further Action
Status Date:	12/27/2006
Site Code:	304379
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6.42
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Shahir Haddad
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9418
Longitude:	-118.3446
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO No Contaminants found
Potential Description:	SOIL
Alias Name:	LENNOX SD-WHALEN ELEM EXPANSION
Alias Type:	Alternate Name
Alias Name:	WHALEN ELEMENTARY SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	304379
Alias Type:	Project Code (Site Code)
Alias Name:	19880081
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	12/27/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/27/2002
Comments:	Not reported

WHALEN ELEMENTARY SCHOOL EXPANSION (Continued) **S105954520**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/13/2005
Comments:	Fieldwork

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	12/27/2006
Comments:	Phase I Addendum approved 12/27/2006. No Further Action required.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	03/15/2004
Comments:	Approved.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19880081
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6.42
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Shahir Haddad
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304379
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	12/27/2006
Restricted Use:	NO
Funding:	School District
Latitude:	33.9418
Longitude:	-118.3446
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO, No Contaminants found
Potential Description:	SOIL

WHALEN ELEMENTARY SCHOOL EXPANSION (Continued) **S105954520**

Alias Name: LENNOX SD-WHALEN ELEM EXPANSION
Alias Type: Alternate Name
Alias Name: WHALEN ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: 304379
Alias Type: Project Code (Site Code)
Alias Name: 19880081
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/27/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/13/2005
Comments: Fieldwork

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 12/27/2006
Comments: Phase I Addendum approved 12/27/2006. No Further Action required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 03/15/2004
Comments: Approved.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AN233 **CITY SERVICE CENTER** **SWF/LF** **U001563789**
NW **222 W BEACH AVE** **HIST UST** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.255 mi.
1346 ft. **Site 1 of 2 in cluster AN**

Relative:
Lower

Actual:
109 ft.

LOS ANGELES CO. LF:

Site ID:	1787
Alt. Address:	N/A
Site Contact:	Not reported
Site Contact Phone:	(310) 412-5333
Site Email:	Robinwilson@cityofinglewood.org
Site Website:	N/A
Site Type:	Transfer and Processing Facility
Site SWIS Number:	19-AA-0067
Beginning Operation Date:	N/A
Ending Operation Date:	N/A
Local Enforcement Agency:	County Of Los Angeles Department of Public Health
Maximun Depth Fill(Ft):	N/A
Permitted Capacity:	100
Present Use:	Transfer/Processing Facility
Remaining Capacity(Million):	N/A
Status:	Active
Waste Accepted:	Green Materials;Household Trash;
Hours of Operation:	Monday - Thursday 7:30 am - 5pm
Disposal Area (Acre):	N/A

Detail As Of 01/2014:

Operator Name:	City of Inglewood
Operator Address:	1 Manchester Boulevard
Operator City/State/Zip:	Inglewood, CA 90302
Operator Contact:	Peggy Vigneau
Operator Telephone:	(310) 412-5278
Operator Email:	awilliams@cityofinglewood.org
Owner Name:	City of Inglewood
Owner Address:	One Manchester Boulevard
Owner City/State/Zip:	Inglewood, CA 90301
Owner Contact:	Not reported
Owner Telephone:	(310) 412-5510
Owner Email:	Not reported

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000029237
Facility Type:	Other
Other Type:	CITY SERVICE CENTER
Contact Name:	WILLIAM K. WEYANT
Telephone:	2134125333
Owner Name:	CITY OF INGLEWOOD
Owner Address:	ONE MANCHESTER BOULEVARD
Owner City,St,Zip:	INGLEWOOD, CA 90301
Total Tanks:	0009
Tank Num:	001
Container Num:	CSC #1
Year Installed:	1972
Tank Capacity:	00010000

CITY SERVICE CENTER (Continued) **U001563789**

Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	STEEL
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	CSC #2
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	CSC #3
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Not reported
Tank Num:	004
Container Num:	CSC #4
Year Installed:	1973
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	CSC #5
Year Installed:	1973
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	006
Container Num:	CSC #6
Year Installed:	1973
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	007
Container Num:	CSC #7
Year Installed:	1973
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported

CITY SERVICE CENTER (Continued) **U001563789**

Leak Detection: None

Tank Num: 008
Container Num: CSC #9
Year Installed: 1976
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 009
Container Num: CSC #8
Year Installed: 1972
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

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234 **SS #23552** **LUST** **S102437989**
NW **435 LA BREA AVE N** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.266 mi.
1405 ft.

Relative: **Lower**

Actual: **124 ft.**

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704902
Global Id: T0603704902
Latitude: 33.968127
Longitude: -118.3550617
Status: Completed - Case Closed
Status Date: 09/23/1993
Case Worker: JOA
RB Case Number: R-10073
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

LUST:
Global Id: T0603704902
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704902
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)

SS #23552 (Continued) **S102437989**

Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704902
Action Type: Other
Date: 09/23/1993
Action: Leak Reported

LUST:
Global Id: T0603704902
Status: Completed - Case Closed
Status Date: 09/23/1993

Global Id: T0603704902
Status: Open - Case Begin Date
Status Date: 09/23/1993

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-10073
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704902
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: IVY AVE
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 9/23/1993
Date Leak Record Entered: 4/17/1996
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 9/23/1993
Date the Case was Closed: 9/23/1993
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: SOUTHLAND CORP
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1613.22528790673638898649999911
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported

SS #23552 (Continued) **S102437989**

Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	THE SOUTHLAND CORP
RP Address:	P.O. BOX 2245 BREA CA 92622-2245
Program:	LUST
Lat/Long:	33.9680763 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-10073

235
NW
1/4-1/2
0.271 mi.
1430 ft.

BUFFINGTON MOTORS **LUST** **U002283062**
440 MARKET ST N **HIST CORTESE** **N/A**
INGLEWOOD, CA 90302

Relative:
Lower

Actual:
151 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703485
Global Id:	T0603703485
Latitude:	33.9694206
Longitude:	-118.3541883
Status:	Completed - Case Closed
Status Date:	02/06/1995
Case Worker:	JOA
RB Case Number:	I-09766
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603703485
Contact Type:	Local Agency Caseworker

BUFFINGTON MOTORS (Continued) **U002283062**

Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703485
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703485
Action Type: Other
Date: 10/06/1989
Action: Leak Discovery

Global Id: T0603703485
Action Type: Other
Date: 10/06/1989
Action: Leak Stopped

Global Id: T0603703485
Action Type: Other
Date: 04/27/1992
Action: Leak Reported

LUST:
Global Id: T0603703485
Status: Open - Case Begin Date
Status Date: 10/06/1989

Global Id: T0603703485
Status: Open - Site Assessment
Status Date: 10/06/1989

Global Id: T0603703485
Status: Completed - Case Closed
Status Date: 02/06/1995

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09766
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil

BUFFINGTON MOTORS (Continued) **U002283062**

Abatement Method Used at the Site: Not reported
Global ID: T0603703485
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Informal Enforcement Actions,including Notices of Violations and Staff Enforcement Letters
Date Leak Discovered: 10/6/1989
Date Leak First Reported: 4/27/1992
Date Leak Record Entered: 5/26/1992
Date Confirmation Began: Not reported
Date Leak Stopped: 10/6/1989
Date Case Last Changed on Database: 2/6/1995
Date the Case was Closed: 2/6/1995
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1457.729567160146036220950 6764
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 10/6/1989
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 1/1/1965
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: BUFFINGTON MOTORS
RP Address: 225 S. BENTLEY AVE., LOS ANGELES, 90049
Program: LUST
Lat/Long: 33.9690553 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09766

AM236 **ROCKVIEW DAIRY FACILITY** **LUST** **S104916190**
South **10411 PRAIRIE AVE** **HIST CORTESE** **N/A**
1/4-1/2 **LENNOX, CA 90304**
0.273 mi.
1441 ft. **Site 2 of 2 in cluster AM**

Relative:
Lower

Actual:
83 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603702797
Global Id:	T0603702797
Latitude:	33.9416609
Longitude:	-118.3440013
Status:	Completed - Case Closed
Status Date:	04/25/1997
Case Worker:	YR
RB Case Number:	I-01721
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603702797
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603702797
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603702797
Action Type:	Other
Date:	11/10/1993
Action:	Leak Stopped

Global Id:	T0603702797
Action Type:	Other
Date:	09/27/1994
Action:	Leak Reported

Global Id:	T0603702797
Action Type:	Other
Date:	11/10/1993
Action:	Leak Discovery

ROCKVIEW DAIRY FACILITY (Continued) **S104916190**

LUST:
Global Id: T0603702797
Status: Open - Case Begin Date
Status Date: 11/10/1993

Global Id: T0603702797
Status: Open - Site Assessment
Status Date: 11/10/1993

Global Id: T0603702797
Status: Open - Site Assessment
Status Date: 12/10/1993

Global Id: T0603702797
Status: Open - Remediation
Status Date: 08/24/1995

Global Id: T0603702797
Status: Open - Site Assessment
Status Date: 11/29/1995

Global Id: T0603702797
Status: Completed - Case Closed
Status Date: 04/25/1997

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-01721
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603702797
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: 104TH ST & 105TH ST
Enforcement Type: Not reported
Date Leak Discovered: 11/10/1993
Date Leak First Reported: 9/27/1994
Date Leak Record Entered: 8/29/1995
Date Confirmation Began: 11/10/1993
Date Leak Stopped: 11/10/1993
Date Case Last Changed on Database: 11/16/1995
Date the Case was Closed: 4/25/1997
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Other Source
Operator: Not reported
Water System: Not reported

ROCKVIEW DAIRY FACILITY (Continued) **S104916190**

Well Name:	Not reported
Approx. Dist To Production Well (ft):	3535.900164255435962557336849 1
Source of Cleanup Funding:	Other Source
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	12/10/1993
Pollution Characterization Began:	11/29/1995
Remediation Plan Submitted:	8/24/1995
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	KURD, RAJAI
RP Address:	2907 CASSIA ST., NEWPORT BEACH, CA 92660
Program:	LUST
Lat/Long:	33.9416609 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	MOST INFO FROM LTR OF COMMITTMENT FOR CLEANUP BY USTCF CLAIM#009347. LOP RBASE FILE REPORTS CONTAMINATION: 2,500 PPM TPH(G) & BTEX 0.36/34/23/20 PPM REGIONAL GW DEPTH 30 FT BGS.2 TANKS REMOVED. GW @ 110 FT... (SEE CLOSURE

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-01721

AN237 **CITY OF INGLEWOOD MAINT. YARD** **SWF/LF** **S102360642**
NW **222 BEACH AVE W** **LUST** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301** **HIST CORTESE**
0.277 mi.
1462 ft. **Site 2 of 2 in cluster AN**

Relative: **Lower**
Actual: **107 ft.**

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-0067
Lat/Long:	33.96729 / -118.35612
Owner Name:	City Of Inglewood
Owner Telephone:	2134125510
Owner Address:	Not reported
Owner Address2:	222 W. Beach Avenue
Owner City,St,Zip:	Inglewood, CA 90302
Operational Status:	Active
Operator:	City Of Inglewood
Operator Phone:	2134125510

CITY OF INGLEWOOD MAINT. YARD (Continued) **S102360642**

Operator Address: Not reported
Operator Address2: 222 W. Beach Avenue
Operator City,St,Zip: Inglewood, CA 90302
Permit Date: 01/11/2011
Permit Status: Permitted
Permitted Acreage: $8.00
Activity: Medium Volume Transfer/Proc Fac
Regulation Status: Permitted
Landuse Name: Industrial,Commercial
GIS Source: Map
Category: Transfer/Processing
Unit Number: 01
Inspection Frequency: Monthly
Accepted Waste: Green Materials,Mixed municipal
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: Not reported
SWIS Num: 19-AA-0067
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: 100
Actual Throughput with Units: Tons/day
Permitted Capacity with Units: 26000
Remaining Capacity: Not reported
Remaining Capacity with Units: Tons/year
Lat/Long: 33.96729 / -118.35612

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704094
Global Id: T0603704094
Latitude: 33.9675678
Longitude: -118.356519
Status: Completed - Case Closed
Status Date: 05/06/1997
Case Worker: YR
RB Case Number: I-13733
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603704094
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704094
Contact Type: Regional Board Caseworker

CITY OF INGLEWOOD MAINT. YARD (Continued) **S102360642**

Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704094
Action Type: Other
Date: 12/21/1987
Action: Leak Discovery

Global Id: T0603704094
Action Type: Other
Date: 12/21/1987
Action: Leak Stopped

Global Id: T0603704094
Action Type: Other
Date: 01/20/1988
Action: Leak Reported

LUST:
Global Id: T0603704094
Status: Open - Case Begin Date
Status Date: 12/21/1987

Global Id: T0603704094
Status: Open - Site Assessment
Status Date: 01/20/1988

Global Id: T0603704094
Status: Completed - Case Closed
Status Date: 05/06/1997

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-13733
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704094
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: 12/21/1987
Date Leak First Reported: 1/20/1988

CITY OF INGLEWOOD MAINT. YARD (Continued) **S102360642**

Date Leak Record Entered: 2/26/1988
Date Confirmation Began: Not reported
Date Leak Stopped: 12/21/1987
Date Case Last Changed on Database: 6/19/1997
Date the Case was Closed: 5/6/1997
How Leak Discovered: Tank Test
How Leak Stopped: Not reported
Cause of Leak: Overfill
Leak Source: Not reported
Operator: CITY OF INGLEWOOD
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1403.203739685606989121859964 8
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 1/20/1988
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CITY OF INGLEWOOD
RP Address: ONE MANCHESTER BLVD, INGLEWOOD CA 90301-1750
Program: LUST
Lat/Long: 33.9674343 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: TANK TESTS VERIFIED THAT THE PRODUCT SPILLAGE OCCURED UPON OVERFILLING THE TANKS (FILLING TANK TO THE TOP OF FILL TUBE). STEPS HAVE BEEN TAKEN TO ASSURE TANKS WILL NOT BE OVERFILLED.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-13733

AO238 **CENTINELA HOSPITAL MED. CTR.** **LUST** **S102056646**
WSW **622 LA BREA AVE N** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.354 mi.
1869 ft. **Site 1 of 2 in cluster AO**

Relative:
Lower

Actual:
131 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705172
Global Id:	T0603705172
Latitude:	33.9563106
Longitude:	-118.3520238
Status:	Completed - Case Closed
Status Date:	03/13/2001
Case Worker:	JOA
RB Case Number:	R-12954
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603705172
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705172
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603705172
Action Type:	Other
Date:	06/24/1996
Action:	Leak Reported

Global Id:	T0603705172
Action Type:	Other
Date:	05/30/1996
Action:	Leak Discovery

Global Id:	T0603705172
Action Type:	Other
Date:	09/27/1995
Action:	Leak Stopped

CENTINELA HOSPITAL MED. CTR. (Continued) **S102056646**

LUST:
Global Id: T0603705172
Status: Open - Case Begin Date
Status Date: 09/27/1995

Global Id: T0603705172
Status: Open - Site Assessment
Status Date: 05/30/1996

Global Id: T0603705172
Status: Open - Remediation
Status Date: 04/23/1998

Global Id: T0603705172
Status: Completed - Case Closed
Status Date: 03/13/2001

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-12954
Status: Preliminary site assessment workplan submitted
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: VE
Global ID: T0603705172
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: MANCHESTER AVE
Enforcement Type: Not reported
Date Leak Discovered: 5/30/1996
Date Leak First Reported: 6/24/1996
Date Leak Record Entered: 9/19/1996
Date Confirmation Began: Not reported
Date Leak Stopped: 9/27/1995
Date Case Last Changed on Database: 6/24/1996
Date the Case was Closed: Not reported
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: TUCKMAN, ERIC
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 3823.772929336260710735106251
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: 5/30/1996
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported

CENTINELA HOSPITAL MED. CTR. (Continued) **S102056646**

Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CENTINELA HOSPITAL MED. CTR.
RP Address: 555 E. HARDY ST., INGLEWOOD CA 90307
Program: LUST
Lat/Long: 33.9563106 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-12954

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239 North 1/4-1/2 0.364 mi. 1921 ft.

Relative: Higher

Actual: 164 ft.

HAWTHORNE DANIEL FREEMAN
333 N PRAIRIE AVE
INGLEWOOD, CA 90301

LUST 1000249172
UST CAD982483620
SWEEPS UST
HIST UST
RCRA NonGen / NLR
FINDS
ECHO
EMI
HIST CORTESE
LOS ANGELES CO. HMS
LA Co. Site Mitigation

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000148
Global Id: T10000000148
Latitude: 33.9664745
Longitude: -118.3441847
Status: Completed - Case Closed
Status Date: 10/30/2008
Case Worker: NR
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: 011577-011626
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

LUST:
Global Id: T10000000148
Contact Type: Local Agency Caseworker
Contact Name: NIKOLAUS REPPUHN
Organization Name: LOS ANGELES COUNTY
Address: 900 SOUTH FREEMONT AVE.
City: ALHAMBRA
Email: nreppuhn@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T10000000148
Action Type: Other
Date: 03/08/1998
Action: Leak Reported

Global Id: T10000000148
Action Type: Other
Date: 03/08/1998
Action: Leak Discovery

Global Id: T10000000148
Action Type: Other
Date: 03/08/1998
Action: Leak Stopped

Global Id: T10000000148
Action Type: ENFORCEMENT
Date: 09/25/2008
Action: Closure/No Further Action Letter - #C584844

LUST:
Global Id: T10000000148
Status: Open - Case Begin Date
Status Date: 03/08/1998

Global Id: T10000000148
Status: Open - Site Assessment
Status Date: 08/04/2008

Global Id: T10000000148
Status: Completed - Case Closed
Status Date: 10/30/2008

Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000147
Global Id: T10000000147
Latitude: 33.9664745
Longitude: -118.3441847
Status: Completed - Case Closed
Status Date: 12/03/2008
Case Worker: NR
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

File Location: Not reported
Local Case Number: 011577-045548
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

LUST:
Global Id: T10000000147
Contact Type: Local Agency Caseworker
Contact Name: NIKOLAUS REPPUHN
Organization Name: LOS ANGELES COUNTY
Address: 900 SOUTH FREEMONT AVE.
City: ALHAMBRA
Email: nreppuhn@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T10000000147
Action Type: Other
Date: 04/25/2008
Action: Leak Reported

Global Id: T10000000147
Action Type: ENFORCEMENT
Date: 11/20/2008
Action: Closure/No Further Action Letter - #C589779

Global Id: T10000000147
Action Type: Other
Date: 04/25/2008
Action: Leak Stopped

Global Id: T10000000147
Action Type: Other
Date: 04/25/2008
Action: Leak Discovery

LUST:
Global Id: T10000000147
Status: Open - Case Begin Date
Status Date: 04/25/2008

Global Id: T10000000147
Status: Open - Site Assessment
Status Date: 08/04/2008

Global Id: T10000000147
Status: Completed - Case Closed
Status Date: 12/03/2008

Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705057
Global Id: T0603705057
Latitude: 33.967107
Longitude: -118.345649

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Status:	Completed - Case Closed
Status Date:	03/24/1998
Case Worker:	EAR
RB Case Number:	R-11626
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0603705057
Contact Type:	Local Agency Caseworker
Contact Name:	ELIZABETH RALSTON
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0603705057
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603705057
Action Type:	Other
Date:	09/28/1995
Action:	Leak Reported

Global Id:	T0603705057
Action Type:	Other
Date:	09/20/1995
Action:	Leak Discovery

Global Id:	T0603705057
Action Type:	Other
Date:	09/22/1995
Action:	Leak Stopped

LUST:

Global Id:	T0603705057
Status:	Open - Case Begin Date
Status Date:	09/20/1995

Global Id:	T0603705057
Status:	Open - Site Assessment
Status Date:	09/28/1995

Global Id:	T0603705057
Status:	Completed - Case Closed

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Status Date: 03/24/1998

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-11626	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705057	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	GRACE	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/20/1995	
Date Leak First Reported:		9/28/1995
Date Leak Record Entered:	11/27/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	9/22/1995	
Date Case Last Changed on Database:		3/24/1998
Date the Case was Closed:		3/24/1998
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Structure Failure	
Leak Source:	Piping	
Operator:	OLD CASE #112795-03	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1759.2503939409352210592872946
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		9/28/1995
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	DANIEL FREEMAN HOSPITAL	
RP Address:	333 N. PRAIRIE AVE., INGLEWOOD, CA 90301	
Program:	LUST	
Lat/Long:	33.9664745 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CLOSURE APPLICATION #172521

UST:
Facility ID: 11626
Permitting Agency: LOS ANGELES COUNTY
Latitude: 33.96851
Longitude: -118.34438

SWEEPS UST:
Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 4

Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000002
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000003

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 11626
Number: 9
Board Of Equalization: 44-009399
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-011626-000004
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00027512
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027512.pdf
Region: STATE
Facility ID: 00000041191
Facility Type: Gas Station
Other Type: DIESEL FUEL FOR BOIL
Contact Name: DON WRIGHT, DIRECTOR OF ENG.
Telephone: 2136747050
Owner Name: DANIEL FREEMAN HOSPITAL
Owner Address: 333 NORTH PRAIRIE AVE.
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0004

Tank Num: 001
Container Num: TANK #1
Year Installed: 1977
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 001
Container Num: TANK #1
Year Installed: 1977
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Tank Num:	002
Container Num:	TANK #2
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	002
Container Num:	TANK #2
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	003
Container Num:	TANK #3
Year Installed:	1979
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	003
Container Num:	TANK #3
Year Installed:	1979
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	004
Container Num:	TANK #4
Year Installed:	1979
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	004
Container Num:	TANK #4
Year Installed:	1979
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Click here for Geo Tracker PDF:

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

RCRA NonGen / NLR:
Date form received by agency: 11/18/2009
Facility name: HAWTHORNE DANIEL FREEMAN
Facility address: 333 N PRAIRIE AVE
INGLEWOOD, CA 90301
EPA ID: CAD982483620
Mailing address: 10202 W WASHINGTON BLVD
CULVER CITY, CA 90232-3195
Contact: CAROL REYNOLDS
Contact address: 10202 W WASHINGTON BLVD
CULVER CITY, CA 90232-3195
Contact country: US
Contact telephone: 310-244-8866
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CFHS HOLDINGS INC
Owner/operator address: 4650 LINCOLN BLVD
MARINA DEL REY, CA 90292
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 11/17/2004
Owner/Op end date: Not reported

Owner/operator name: SONY PICTURES ENTERTAINMENT
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 03/01/2009
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 04/02/2009
Site name: HAWTHORNE DANIEL FREEMAN
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 01/23/2009
Site name: TIME HEALS DANIEL FREEMAN
Classification: Not a generator, verified

Date form received by agency: 11/03/2008
Site name: TIME HEALS DANIEL FREEMAN
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/27/2004
Site name: DANIEL FREEMAN HOSPITAL
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Date form received by agency: 03/14/2002
Site name: DANIEL FREEMAN MEMORIAL HOSPITAL
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D009
. Waste name: MERCURY

Violation Status: No violations found

FINDS:

Registry ID: 110002826513

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000249172
Registry ID:	110002826513
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002826513

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8060
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	6283
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAWTHORNE DANIEL FREEMAN (Continued) **1000249172**

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-11626

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 011577-011626
Facility Type: 0
Facility Status: Permit
Area: 2E
Permit Number: 00003184T
Permit Status: Permit

Region: LA
Permit Category: T
Facility Id: 011577-036928
Facility Type: 0
Facility Status: Closed
Area: 2E
Permit Number: 000330825
Permit Status: Closed

Region: LA
Permit Category: T
Facility Id: 011577-045548
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 000454738
Permit Status: Removed

LA Co. Site Mitigation:
Facility ID: Not reported
Status: ACTIVE
Site ID: SD0000722
Jurisdiction: Not reported
Case ID: RO0001720
Abated: Not reported
Assigned To: Not reported
Entered Date: Not reported
Abated Date: Not reported

---

240 SSW 1/4-1/2 0.365 mi. 1925 ft. **RAMAR INDUSTRIES** **LUST** **S106916169**
426 EAST 99TH STREET **N/A**
INGLEWOOD, CA 90301

Relative: Lower
Actual: 94 ft.

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603722166
Global Id: T0603722166

RAMAR INDUSTRIES (Continued) **S106916169**

Latitude:	33.946274
Longitude:	-118.349982
Status:	Completed - Case Closed
Status Date:	03/31/2004
Case Worker:	TS
RB Case Number:	Not reported
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	14167-14688
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603722166
Contact Type:	Local Agency Caseworker
Contact Name:	ROB SIAGIAN
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	6264583513

Global Id:	T0603722166
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603722166
Action Type:	Other
Date:	01/19/1989
Action:	Leak Discovery

Global Id:	T0603722166
Action Type:	Other
Date:	01/19/1989
Action:	Leak Reported

LUST:

Global Id:	T0603722166
Status:	Open - Case Begin Date
Status Date:	01/19/1989

Global Id:	T0603722166
Status:	Open - Site Assessment
Status Date:	03/04/2004

Global Id:	T0603722166
Status:	Completed - Case Closed
Status Date:	03/31/2004

AO241 **AIRLINE COACH SERVICE** **LUST** **S103996428**
WSW **636 SOUTH LA BREA AVENUE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90045**
0.374 mi.
1976 ft. **Site 2 of 2 in cluster AO**

Relative:
Lower

Actual:
130 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603720647
Global Id:	T0603720647
Latitude:	33.956131
Longitude:	-118.352176
Status:	Completed - Case Closed
Status Date:	07/19/2006
Case Worker:	SS
RB Case Number:	Not reported
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	9915-9761
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0603720647
Contact Type:	Local Agency Caseworker
Contact Name:	SAM STEVENS
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	6264583507

Global Id:	T0603720647
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603720647
Action Type:	ENFORCEMENT
Date:	07/19/2006
Action:	Closure/No Further Action Letter

Global Id:	T0603720647
Action Type:	Other
Date:	08/02/2002
Action:	Leak Reported

Global Id:	T0603720647
Action Type:	Other
Date:	07/11/2002
Action:	Leak Discovery

AIRLINE COACH SERVICE (Continued) **S103996428**

LUST:
Global Id: T0603720647
Status: Open - Case Begin Date
Status Date: 07/11/2002

Global Id: T0603720647
Status: Open - Site Assessment
Status Date: 05/16/2005

Global Id: T0603720647
Status: Completed - Case Closed
Status Date: 07/19/2006

AP242 **CAL NATIONAL GUARD ARMORY** **LUST S100869493**
NW **111 GROSVENOR ST** **SWEEPS UST N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.384 mi.
2027 ft. **Site 1 of 2 in cluster AP**

Relative: **Lower**
Actual: **119 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-10101	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703574	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	BEACH AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		3/7/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/31/1997
Date the Case was Closed:		10/21/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1292.24623410151197756942433 41
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		5/11/1989
Remediation Plan Submitted:		Not reported

CAL NATIONAL GUARD ARMORY (Continued) **S100869493**

Remedial Action Underway: 12/1/1992
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: OFFICE OF THE STATE ARCHITECT
RP Address: 400 P STREET, 5TH FLOOR, SACRAMENTO CA 95814
Program: LUST
Lat/Long: 33.9698852 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 03/31/97 - WELL ABANDONMENT REPORT

SWEEPS UST:
Status: Active
Comp Number: 10101
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

AP243 **OMS #9** **RCRA-SQG** **1000100297**
NW **111 GROSVENOR ST** **LUST** **CAD981369119**
1/4-1/2 **INGLEWOOD, CA 90302** **FINDS**
0.384 mi. **ECHO**
2027 ft. **Site 2 of 2 in cluster AP** **HIST CORTESE**

Relative:
Lower

Actual:
119 ft.

RCRA-SQG:
Date form received by agency: 05/07/1990
Facility name: OMS #9
Site name: CALIF ARMY NATIONAL GUARD (OMS #9)
Facility address: 111 GROSVENOR ST
INGLEWOOD, CA 90302-2996
EPA ID: CAD981369119
Contact: JOSE A MARTINEZ
Contact address: Not reported
Not reported

OMS #9 (Continued) **1000100297**

Contact country:	US
Contact telephone:	213-677-2727
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CALIFORNIA ARMY NATL GUARD
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	Yes
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

OMS #9 (Continued) **1000100297**

Historical Generators:
Date form received by agency: 01/23/1986
Site name: OMS #9
Classification: Small Quantity Generator

Violation Status: No violations found

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703574
Global Id: T0603703574
Latitude: 33.9698713
Longitude: -118.3567119
Status: Completed - Case Closed
Status Date: 10/21/1996
Case Worker: YR
RB Case Number: I-10101
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703574
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703574
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703574
Action Type: Other
Date: 03/07/1989
Action: Leak Reported

LUST:
Global Id: T0603703574
Status: Open - Case Begin Date
Status Date: 03/07/1989

Global Id: T0603703574
Status: Open - Site Assessment

OMS #9 (Continued) **1000100297**

Status Date: 05/11/1989

Global Id: T0603703574
Status: Open - Remediation
Status Date: 12/01/1992

Global Id: T0603703574
Status: Completed - Case Closed
Status Date: 10/21/1996

FINDS:

Registry ID: 110002683034

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000100297
Registry ID: 110002683034
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002683034

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-10101

244
SSE
1/4-1/2
0.393 mi.
2074 ft.

BIEBER FLOURESCENT LIGHT PRODUCTS **SEMS-ARCHIVE** **1003878842**
3666 W 102ND ST **CAD981371453**
INGLEWOOD, CA 90302

Relative:
Lower

Actual:
93 ft.

SEMS Archive:
Site ID: 902290
EPA ID: CAD981371453
Cong District: 28
FIPS Code: 6037
FF: N
NPL: Not on the NPL

BIEBER FLOURESCENT LIGHT PRODUCTS (Continued) **1003878842**

Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	9
Site ID:	902290
EPA ID:	CAD981371453
Site Name:	BIEBER FLOURESCENT LIGHT PRODUCTS
NPL:	N
FF:	N
OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1986-05-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	9
Site ID:	902290
EPA ID:	CAD981371453
Site Name:	BIEBER FLOURESCENT LIGHT PRODUCTS
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1986-02-01 00:00:00
Finish Date:	1986-02-01 00:00:00
Qual:	Not reported
Current Action Lead:	St Perf

Region:	9
Site ID:	902290
EPA ID:	CAD981371453
Site Name:	BIEBER FLOURESCENT LIGHT PRODUCTS
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1985-12-01 00:00:00
Finish Date:	1986-05-01 00:00:00
Qual:	N
Current Action Lead:	St Perf

AQ245 **FAITHFUL CENTRAL BAPTIST CHURCH** **CPS-SLIC** **S106387149**
WNW **321 EUCALYPTUS** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.420 mi.
2218 ft. **Site 1 of 2 in cluster AQ**

Relative:
Lower

Actual:
117 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	01/29/2015
Global Id:	SLT4L8581885
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.966263
Longitude:	-118.35835
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0858A
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Inactive
SLIC:	0858A
Substance:	TPH
Staff:	Jenny Au

AR246 **CHEVRON #9-3829** **LUST** **S101703784**
West **303 MANCHESTER BLVD W** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.431 mi.
2277 ft. **Site 1 of 2 in cluster AR**

Relative:
Lower

Actual:
114 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703496
Global Id:	T0603703496
Latitude:	33.961894
Longitude:	-118.359913
Status:	Completed - Case Closed
Status Date:	07/16/1992
Case Worker:	JOA
RB Case Number:	I-09864
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0603703496
Contact Type:	Local Agency Caseworker

CHEVRON #9-3829 (Continued) **S101703784**

Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703496
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703496
Action Type: Other
Date: 10/12/1987
Action: Leak Reported

Global Id: T0603703496
Action Type: Other
Date: 10/10/1987
Action: Leak Discovery

LUST:
Global Id: T0603703496
Status: Open - Case Begin Date
Status Date: 10/10/1987

Global Id: T0603703496
Status: Open - Site Assessment
Status Date: 10/12/1987

Global Id: T0603703496
Status: Completed - Case Closed
Status Date: 07/16/1992

Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603716248
Global Id: T0603716248
Latitude: 33.961966
Longitude: -118.359858
Status: Completed - Case Closed
Status Date: 07/24/2006
Case Worker: JH
RB Case Number: I-09864A
Local Agency: LOS ANGELES COUNTY
File Location: Regional Board
Local Case Number: CLUP# 434174
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline, Benzene, MTBE / TBA / Other Fuel Oxygenates

CHEVRON #9-3829 (Continued) **S101703784**

Site History: Not reported

LUST:
Global Id: T0603716248
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603716248
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T0603716248
Action Type: RESPONSE
Date: 08/31/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 05/05/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 05/10/2006
Action: Notification - Preclosure

Global Id: T0603716248
Action Type: Other
Date: 11/08/2004
Action: Leak Reported

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 03/29/2005
Action: Staff Letter

Global Id: T0603716248
Action Type: RESPONSE
Date: 01/15/2006
Action: Preliminary Site Assessment Report

Global Id: T0603716248
Action Type: RESPONSE
Date: 04/29/2005
Action: Other Report / Document

CHEVRON #9-3829 (Continued) **S101703784**

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 07/24/2006
Action: Closure/No Further Action Letter

Global Id: T0603716248
Action Type: Other
Date: 03/18/2004
Action: Leak Discovery

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 10/04/2005
Action: Staff Letter

Global Id: T0603716248
Action Type: REMEDIATION
Date: 03/18/2004
Action: Not reported

Global Id: T0603716248
Action Type: ENFORCEMENT
Date: 07/25/2005
Action: Staff Letter

LUST:
Global Id: T0603716248
Status: Open - Case Begin Date
Status Date: 03/18/2004

Global Id: T0603716248
Status: Open - Site Assessment
Status Date: 12/20/2004

Global Id: T0603716248
Status: Open - Site Assessment
Status Date: 10/04/2005

Global Id: T0603716248
Status: Open - Site Assessment
Status Date: 04/05/2006

Global Id: T0603716248
Status: Completed - Case Closed
Status Date: 07/24/2006

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09864
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported

CHEVRON #9-3829 (Continued) **S101703784**

Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703496	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	EUCALYPTUS	
Enforcement Type:	Not reported	
Date Leak Discovered:	10/10/1987	
Date Leak First Reported:		10/12/1987
Date Leak Record Entered:	11/5/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/16/1992
Date the Case was Closed:		7/16/1992
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	YI KYONG HUN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2581.2352534769050780052529035
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/12/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHEVRON USA	
RP Address:	PO BOX 2833, LA HABRA, CA 90632-2833	
Program:	LUST	
Lat/Long:	33.9618863 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09864

CHEVRON #9-3829 (Continued) **S101703784**

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 010007-009864
Facility Type: 0
Facility Status: Removed
Area: 2E
Permit Number: 00001193T
Permit Status: Removed

AQ247 **TRINITY BUILDING - EAST PARKING LOT** **CPS-SLIC** **S106485979**
WNW **301 WEST FLORENCE AVE.** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.436 mi.
2300 ft. **Site 2 of 2 in cluster AQ**

Relative:
Lower

Actual:
116 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	01/29/2015
Global Id:	SLT4L8571884
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.96596
Longitude:	-118.35111
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0858B
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

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248 **INGLEWOOD TOYOTA** **RCRA-SQG** **1000282336**
SW **700 S LA BREA AVE** **LUST** **CAD981635915**
1/4-1/2 **INGLEWOOD, CA 90301** **SWEEPS UST**
0.467 mi. **HIST UST**
2468 ft. **CA FID UST**
FINDS

Relative:
Lower

ECHO
HIST CORTESE

Actual:
125 ft.

RCRA-SQG:

Date form received by agency:	02/09/1987
Facility name:	INGLEWOOD TOYOTA
Facility address:	700 S LA BREA AVE INGLEWOOD, CA 90301
EPA ID:	CAD981635915
Mailing address:	S LA BREA AVE INGLEWOOD, CA 90301
Contact:	ENVIRONMENTAL MANAGER
Contact address:	700 S LA BREA AVE INGLEWOOD, CA 90301

INGLEWOOD TOYOTA (Continued) **1000282336**

Contact country:	US
Contact telephone:	213-673-2280
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TONY SCHWARTZ
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

INGLEWOOD TOYOTA (Continued) **1000282336**

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703490
Global Id: T0603703490
Latitude: 33.9713418
Longitude: -118.3574464
Status: Completed - Case Closed
Status Date: 06/30/1993
Case Worker: JOA
RB Case Number: I-09806
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703490
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703490
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703490
Action Type: Other
Date: 02/25/1992
Action: Leak Reported

Global Id: T0603703490
Action Type: Other
Date: 10/30/1991
Action: Leak Discovery

LUST:
Global Id: T0603703490
Status: Open - Case Begin Date
Status Date: 10/30/1991

Global Id: T0603703490
Status: Open - Site Assessment
Status Date: 02/25/1992

INGLEWOOD TOYOTA (Continued) **1000282336**

Global Id: T0603703490
Status: Open - Site Assessment
Status Date: 07/09/1992

Global Id: T0603703490
Status: Completed - Case Closed
Status Date: 06/30/1993

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-09806
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603703490
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: TAMARACK AVE.
Enforcement Type: Not reported
Date Leak Discovered: 10/30/1991
Date Leak First Reported: 2/25/1992
Date Leak Record Entered: 3/31/1992
Date Confirmation Began: 2/25/1992
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/30/1993
Date the Case was Closed: 6/30/1993
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Tank
Operator: SCHWARTZ, DAN
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4351.47981057923506133899410 45
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: 7/9/1992
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

INGLEWOOD TOYOTA (Continued) **1000282336**

Responsible Party: TOYOTA OF INGLEWOOD
RP Address: 10511 SUNNINGDALE DR., RANCHO MIRAGE, 92270
Program: LUST
Lat/Long: 33.9548606 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

SWEEPS UST:
Status: Active
Comp Number: 9806
Number: 9
Board Of Equalization: 44-008595
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-009806-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

HIST UST:
File Number: 00026F92
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026F92.pdf
Region: STATE
Facility ID: 00000041686
Facility Type: Other
Other Type: CAR DEALERSHIP
Contact Name: NICK NEUMEYER
Telephone: 2136732280
Owner Name: INGLEWOOD TOYOTA INC.
Owner Address: 700 S. LA BREA AVE.
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0002

Tank Num: 001
Container Num: A-2
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: 12
Leak Detection: Visual, None

Tank Num: 002
Container Num: A-1
Year Installed: 1980

INGLEWOOD TOYOTA (Continued) **1000282336**

Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 3/16
Leak Detection: Stock Inventor, None

Click here for Geo Tracker PDF:

CA FID UST:
Facility ID: 19003459
Regulated By: UTNKA
Regulated ID: 00041686
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 700 S LA BREA AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: INGLEWOOD
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

FINDS:

Registry ID: 110002732936

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000282336
Registry ID: 110002732936
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002732936

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-09806

249
SW
1/4-1/2
0.474 mi.
2501 ft.

ALLRIGHT SELF STORAGE
808 LA BREA AVE
INGLEWOOD, CA 90301

LUST
SWEEPS UST
HIST CORTESE

S102056935
N/A

Relative:
Lower

Actual:
121 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705217
Global Id:	T0603705217
Latitude:	33.9538806
Longitude:	-118.3522617
Status:	Completed - Case Closed
Status Date:	03/28/2002
Case Worker:	RVJ
RB Case Number:	R-14062
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603705217
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705217
Contact Type:	Regional Board Caseworker
Contact Name:	RAGHA VENDER JOSHI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

LUST:

Global Id:	T0603705217
Action Type:	Other
Date:	04/16/1998
Action:	Leak Reported

Global Id:	T0603705217
Action Type:	Other
Date:	04/16/1998
Action:	Leak Discovery

Global Id:	T0603705217
Action Type:	ENFORCEMENT
Date:	03/28/2002
Action:	Closure/No Further Action Letter

ALLRIGHT SELF STORAGE (Continued) **S102056935**

LUST:

Global Id:	T0603705217
Status:	Open - Case Begin Date
Status Date:	03/01/1998
Global Id:	T0603705217
Status:	Open - Site Assessment
Status Date:	03/01/1998
Global Id:	T0603705217
Status:	Open - Site Assessment
Status Date:	09/30/1998
Global Id:	T0603705217
Status:	Completed - Case Closed
Status Date:	03/28/2002

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-14062	
Status:	Case Closed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705217	
W Global ID:	Not reported	
Staff:	RVJ	
Local Agency:	19000	
Cross Street:	ARBOR VITAE	
Enforcement Type:	CLOS	
Date Leak Discovered:	4/16/1998	
Date Leak First Reported:		4/16/1998
Date Leak Record Entered:	5/15/1998	
Date Confirmation Began:	3/1/1998	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/5/2001
Date the Case was Closed:		3/28/2002
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4579.011609377840086316672759 5
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		9/30/1998
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported

ALLRIGHT SELF STORAGE (Continued) **S102056935**

Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: 1.6
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: J. ANTHONY KOUBA
RP Address: 1445 5TH ST.
Program: LUST
Lat/Long: 33.9538806 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: NO REPORTS SUBMITTED WITH URF-DPW DENIED REQUEST TO BACKFILL03/11/98 - SUBSURFACE INVESTIGATION 02/26/99 - WP FOR SUBSURFACE INVEST., SOIL SAMPL & INSTALLAT

SWEEPS UST:
Status: Active
Comp Number: 14062
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-14062

AS250 **TRINITY BUILDING - WEST PARKING LOT** **CPS-SLIC** **S106387151**
WNW **401 FLORENCE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.474 mi.
2502 ft. **Site 1 of 2 in cluster AS**

Relative: **Lower**
Actual: **116 ft.**

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0858C
Substance:	TPH
Staff:	Jenny Au

AS251 **TRINITY BUILDING - WEST PARKING LOT** **CPS-SLIC** **S106485859**
WNW **401 W. FLORENCE AVE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90302**
0.474 mi.
2502 ft. **Site 2 of 2 in cluster AS**

Relative: **Lower**
Actual: **116 ft.**

CPS-SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/08/1998
Global Id:	SLT43644642
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.96762
Longitude:	-118.349439
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0858C
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

AT252 **LINCOLN DISCOUNT TIRE** **LUST** **S105032802**
SW **868 S LA BREA AVE** **SWEEPS UST** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301** **LOS ANGELES CO. HMS**
0.476 mi.
2512 ft. **Site 1 of 2 in cluster AT**

Relative: **Lower**
Actual: **118 ft.**

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704171
Global Id:	T0603704171
Latitude:	33.974069
Longitude:	-118.357595
Status:	Completed - Case Closed
Status Date:	12/22/1992
Case Worker:	JOA
RB Case Number:	I-14446
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported

LINCOLN DISCOUNT TIRE (Continued) **S105032802**

Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

LUST:
Global Id: T0603704171
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704171
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704171
Action Type: Other
Date: 01/10/1990
Action: Leak Reported

LUST:
Global Id: T0603704171
Status: Open - Case Begin Date
Status Date: 01/10/1990

Global Id: T0603704171
Status: Open - Verification Monitoring
Status Date: 01/10/1990

Global Id: T0603704171
Status: Completed - Case Closed
Status Date: 12/22/1992

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-14446
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704171

LINCOLN DISCOUNT TIRE (Continued) **S105032802**

W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: 222
Date Leak Discovered: Not reported
Date Leak First Reported: 1/10/1990
Date Leak Record Entered: 1/22/1990
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 12/22/1992
Date the Case was Closed: 12/22/1992
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: NALBANBIAN, STEVE
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4450.558678552649634303493 3677
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: 1/10/1990
Enforcement Action Date: 1/1/1965
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: LINCOLN DISCOUNT TIRE
RP Address: SAME AS ABOVE
Program: LUST
Lat/Long: 33.9529786 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

SWEEPS UST:
Status: Active
Comp Number: 14446
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported

LINCOLN DISCOUNT TIRE (Continued) **S105032802**

SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 013972-014446
Facility Type: Not reported
Facility Status: Removed
Area: 2E
Permit Number: Not reported
Permit Status: Not reported

AT253 **LINCOLN DISCOUNT TIRE** **HIST UST** **U001563815**
SW **868 LA BREA** **HIST CORTESE** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.476 mi.
2512 ft. **Site 2 of 2 in cluster AT**

Relative:
Lower

Actual:
118 ft.

HIST UST:
File Number: 000280F6
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000280F6.pdf
Region: STATE
Facility ID: 00000005136
Facility Type: Gas Station
Other Type: TIRE STORE
Contact Name: S. MALBANDIAN
Telephone: 2136729700
Owner Name: MR. S. MALBANDIAN, OWNER
Owner Address: 868 S. LA BREA
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0005

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

LINCOLN DISCOUNT TIRE (Continued) **U001563815**

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	005
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-14446

254
SSW
1/4-1/2
0.479 mi.
2530 ft.

MILLER 1994 FAMILY TRUST **LUST** **S119777457**
1140 LA BREA AVE S **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
99 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000010158
Global Id:	T10000010158
Latitude:	33.94762
Longitude:	-118.35225
Status:	Open - Assessment & Interim Remedial Action
Status Date:	07/07/2017
Case Worker:	CET
RB Case Number:	R-09698
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Gasoline

MILLER 1994 FAMILY TRUST (Continued) **S119777457**

Site History: Not reported

LUST:
Global Id: T10000010158
Contact Type: Regional Board Caseworker
Contact Name: CHANDRA TYLER
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: cetyler@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T10000010158
Action Type: Other
Date: 02/16/2017
Action: Leak Reported

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 04/18/2017
Action: Health and Safety Code Section 25296.10(c)

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 01/17/2018
Action: Health and Safety Code Section 25296.10(c)

Global Id: T10000010158
Action Type: RESPONSE
Date: 10/15/2017
Action: Soil and Water Investigation Report

Global Id: T10000010158
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T10000010158
Action Type: RESPONSE
Date: 02/01/2018
Action: Request for Closure

Global Id: T10000010158
Action Type: RESPONSE
Date: 07/15/2017
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 02/16/2017
Action: Referral to Regional Board

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 07/07/2017
Action: Health and Safety Code Section 25296.10(c)

MILLER 1994 FAMILY TRUST (Continued) **S119777457**

Global Id: T10000010158
Action Type: RESPONSE
Date: 10/15/2017
Action: Soil Vapor Intrusion Investigation Report

Global Id: T10000010158
Action Type: RESPONSE
Date: 03/23/2017
Action: Other Report / Document

Global Id: T10000010158
Action Type: Other
Date: 02/16/2017
Action: Leak Began

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 02/23/2017
Action: Staff Letter

Global Id: T10000010158
Action Type: ENFORCEMENT
Date: 01/18/2018
Action: Notice of Violation

Global Id: T10000010158
Action Type: RESPONSE
Date: 10/15/2017
Action: Pilot Study/ Treatability Report

Global Id: T10000010158
Action Type: RESPONSE
Date: 07/15/2017
Action: Interim Remedial Action Plan - Regulator Responded

Global Id: T10000010158
Action Type: Other
Date: 02/16/2017
Action: Leak Discovery

LUST:
Global Id: T10000010158
Status: Open - Case Begin Date
Status Date: 02/16/2017

Global Id: T10000010158
Status: Open - Case Begin Date
Status Date: 02/16/2017

Global Id: T10000010158
Status: Open - Site Assessment
Status Date: 02/23/2017

Global Id: T10000010158
Status: Open - Assessment & Interim Remedial Action
Status Date: 07/07/2017

255
NW
1/4-1/2
0.482 mi.
2547 ft.

RG SIMMONS ESTATE
400 W. BEACH BLVD.
INGLEWOOD, CA

SWF/LF **S103340236**
N/A

Relative:
Lower

Actual:
111 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-5215
Lat/Long:	33.9692 / -118.3595
Owner Name:	City Of Inglewood
Owner Telephone:	2134125510
Owner Address:	Not reported
Owner Address2:	222 W. Beach Avenue
Owner City,St,Zip:	Inglewood, CA 90302
Operational Status:	Closed
Operator:	Mobile Oil Co
Operator Phone:	8056653600
Operator Address:	Not reported
Operator Address2:	Po Box 9989
Operator City,St,Zip:	Bakersfield, CA 93389
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	$0.00
Activity:	Solid Waste Disposal Site
Regulation Status:	To Be Determined
Landuse Name:	Residential,Park,Commercial
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Not reported
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	$0.00
SWIS Num:	19-AA-5215
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	0
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	0
Remaining Capacity:	0
Remaining Capacity with Units:	Not reported
Lat/Long:	33.9692 / -118.3595

AR256
West
1/4-1/2
0.484 mi.
2558 ft.

7-11 #24142
345 MANCHESTER BLVD W
INGLEWOOD, CA 90305

Site 2 of 2 in cluster AR

LUST **S102423501**
HIST CORTESE **N/A**

Relative:
Lower

Actual:
113 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703567
Global Id:	T0603703567
Latitude:	33.961944
Longitude:	-118.361449
Status:	Completed - Case Closed
Status Date:	07/23/1996

7-11 #24142 (Continued) **S102423501**

Case Worker: YR
RB Case Number: I-10074
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603703567
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703567
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703567
Action Type: Other
Date: 05/13/1992
Action: Leak Stopped

Global Id: T0603703567
Action Type: Other
Date: 06/26/1992
Action: Leak Reported

Global Id: T0603703567
Action Type: Other
Date: 05/13/1992
Action: Leak Discovery

LUST:
Global Id: T0603703567
Status: Open - Case Begin Date
Status Date: 05/13/1992

Global Id: T0603703567
Status: Open - Site Assessment
Status Date: 06/26/1992

Global Id: T0603703567
Status: Completed - Case Closed
Status Date: 07/23/1996

7-11 #24142 (Continued) **S102423501**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-10074	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703567	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	INGLEWOOD	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/13/1992	
Date Leak First Reported:		6/26/1992
Date Leak Record Entered:	7/1/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	5/13/1992	
Date Case Last Changed on Database:		8/28/1996
Date the Case was Closed:		7/23/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	SOUTHLAND CORP	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2557.391014350149940135442133 5
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		6/26/1992
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SOUTHLAND CORP	
RP Address:	19033 W VALLEY HIGHWAY, SUITE D-104	
Program:	LUST	
Lat/Long:	33.9618793 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

7-11 #24142 (Continued) **S102423501**

Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-10074

257
West
1/4-1/2
0.495 mi.
2612 ft.

HUDNALL ELEMENTARY SCHOOL EXPANSION **ENVIROSTOR** **S106153037**
308-318 W. MANCHESTER BOULEVARD **SCH** **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
112 ft.

ENVIROSTOR:
Facility ID: 19550029
Status: Certified
Status Date: 07/17/2008
Site Code: 304422
Site Type: School Cleanup
Site Type Detailed: School
Acres: 1.17
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.96144
Longitude: -118.3607
APN: 4020-009-007, 4020-009-008, 4020-009-018, 4020-009-17, 4020-009-900, 4020009900
Past Use: RETAIL, RETAIL - VEHICLES
Potential COC: Chlordane Lead TPH-gas TPH-MOTOR OIL
Confirmed COC: Chlordane Lead 30025-NO 3002502-NO
Potential Description: SOIL, SV, IA
Alias Name: HUDNALL ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HUDNALL ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: 4020-009-007
Alias Type: APN
Alias Name: 4020-009-008
Alias Type: APN
Alias Name: 4020-009-018
Alias Type: APN
Alias Name: 4020-009-17
Alias Type: APN

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Alias Name: 4020-009-900
Alias Type: APN
Alias Name: 4020009900
Alias Type: APN
Alias Name: 110033614970
Alias Type: EPA (FRS #)
Alias Name: 304422
Alias Type: Project Code (Site Code)
Alias Name: 19550029
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/28/2007
Comments: DTSC filed Notice of Exemption pursuant to California Environmental Quality act

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/14/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2008
Comments: DTSC prepared project Close out Cost Recovery Unit Memorandum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 04/26/2007
Comments: Signed Agreement sent (FedEx) to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/15/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Completed Date: 09/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/13/2006
Comments: DTSC conditionally approves the PEA WP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/06/2007
Comments: DTSC determined that "Further action" is required to address elevated detections of chlordane and lead in surface soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/29/2007
Comments: SSI conditionally approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/15/2007
Comments: Further action required for chlordane and lead

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 04/09/2007
Comments: DTSC approved 4.14

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/01/2007
Comments: RAW approved for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 08/27/2007
Comments: DTSC accepted fact sheet for publication

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/10/2008
Comments: DTSC approved the Removal Action Completion Report with a No Further Action determination

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19550029
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.17
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304422
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Certified
Status Date:	07/17/2008
Restricted Use:	NO
Funding:	School District
Latitude:	33.96144
Longitude:	-118.3607
APN:	4020-009-007, 4020-009-008, 4020-009-018, 4020-009-17, 4020-009-900, 4020009900
Past Use:	RETAIL, RETAIL - VEHICLES
Potential COC:	Chlordane, Lead, TPH-gas, TPH-MOTOR OIL
Confirmed COC:	Chlordane, Lead, 30025-NO, 3002502-NO
Potential Description:	SOIL, SV, IA
Alias Name:	HUDNALL ELEMENTARY SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-HUDNALL ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	4020-009-007
Alias Type:	APN
Alias Name:	4020-009-008
Alias Type:	APN
Alias Name:	4020-009-018
Alias Type:	APN
Alias Name:	4020-009-17
Alias Type:	APN
Alias Name:	4020-009-900
Alias Type:	APN
Alias Name:	4020009900
Alias Type:	APN
Alias Name:	110033614970
Alias Type:	EPA (FRS #)
Alias Name:	304422

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Alias Type: Project Code (Site Code)
Alias Name: 19550029
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/28/2007
Comments: DTSC filed Notice of Exemption pursuant to California Environmental Quality act

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/14/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2008
Comments: DTSC prepared project Close out Cost Recovery Unit Memorandum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 04/26/2007
Comments: Signed Agreement sent (FedEx) to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/15/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 09/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/13/2006

HUDNALL ELEMENTARY SCHOOL EXPANSION (Continued) **S106153037**

Comments:	DTSC conditionally approves the PEA WP
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/06/2007
Comments:	DTSC determined that "Further action" is required to address elevated detections of chlordane and lead in surface soil.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Workplan
Completed Date:	03/29/2007
Comments:	SSI conditionally approved
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	05/15/2007
Comments:	Further action required for chlordane and lead
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	04/09/2007
Comments:	DTSC approved 4.14
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	10/01/2007
Comments:	RAW approved for implementation
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fact Sheets
Completed Date:	08/27/2007
Comments:	DTSC accepted fact sheet for publication
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	07/10/2008
Comments:	DTSC approved the Removal Action Completion Report with a No Further Action determination
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AU258 **SO CAL GAS/INGLEWOOD MGP** **EDR MGP** **1008407690**
North **700 WARREN LANE** **N/A**
1/2-1 **INGLEWOOD, CA 90302**
0.518 mi.
2737 ft. **Site 1 of 2 in cluster AU**

Relative: Manufactured Gas Plants:
Lower

Actual: A 1.4 acre former, early 1900's, manufactured gas plant site that was
135 ft. dismantled in 1913. The site is currently part of an 18 acre city-owned park. A PEA identified some contamination (lampblack PAH's) in the subsurface soils. A removal action was coompleted in February of 1995 and this section of the public park returned to use.

AU259 **SO CAL GAS/INGLEWOOD MGP** **ENVIROSTOR** **S101480993**
North **700 WARREN LANE** **VCP** **N/A**
1/2-1 **INGLEWOOD, CA 90302** **CHMIRS**
0.518 mi.
2737 ft. **Site 2 of 2 in cluster AU**

Relative: ENVIROSTOR:
Lower

Actual:
135 ft.

Facility ID:	19490226
Status:	Certified
Status Date:	03/02/1995
Site Code:	300313
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.4
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Hamid Saebfar
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	30
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	33.97078
Longitude:	-118.3471
APN:	4015-015-900, 4015015900
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	* ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS * OTHER ORGANIC SOLIDS * CONTAMINATED SOIL * UNSPECIFIED SLUDGE WASTE * POLYMERIC RESIN WASTE * UNSPECIFIED ORGANIC LIQUID MIXTURE * SULFUR SLUDGE Arsenic Lead Cyanide (free
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	CENTINELA PARK (1.4 ACRE PARCEL OF)
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MFG GAS PLANT/SO CAL GAS CO
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD TOWNE GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS INGLEWOOD MFG GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Alias Name: SOUTHERN CALIFORNIA GAS - INGLEWOOD MPG
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: 4015-015-900
Alias Type: APN
Alias Name: 4015015900
Alias Type: APN
Alias Name: 110033615657
Alias Type: EPA (FRS #)
Alias Name: 300313
Alias Type: Project Code (Site Code)
Alias Name: 19490226
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/02/1995
Comments: The remediation was accomplished by the excavation of 5,824 tons of soil contaminated from former MGP operations. Sampling verified the achievement of cleanup goals. Clean soil was imported, backfilled, compacted and resodded. Excavated soil was recycled by thermal treatment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 08/12/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/19/1993
Comments: The Department of Toxic Substances (Department) entered into a Removal Action Consent Order with the Southern California Gas Company for the Inglewood Manufactured Gas Plant site, also know as "Centinela Park". The Order provides $40,000 advance payment to the Depart- ment for oversite costs.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/02/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Remedial or Removal Design
Completed Date: 08/30/1994
Comments: The Department reviewed and approved the Removal Action Implementation and Design (RAID) Plan and Responsiveness Summary for the Inglewood MGP site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/08/1992
Comments: The Department completed review of the PEA on July 8, 1992. The Department concurred with the recommendation that Further Action was needed at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/07/1992
Comments: The 1.4 acre of total 58 acre park was used by the Gas Co. for the production of "manufactured gas" in the early 1900s. Currently the site is used as a city owned rec- reational park. The manufactured gas was made at the site from coal and oil. The byproducts from this operation were tars, oils, sludges, lampblack etc, which were sold to various industrial uses. Some of these byproduct residues have been found in soils at former towne gas plant sites. Out of these polycyclic aromatic hydrocarbons (PAH) are hazardous. Also, elevated levels of heavy metals such as lead and arsenic were found at a few sites. A PEA is required at the site to determine, if any emergency removal action is required to reduce the potential threat to public health and the environment. The Dept received a Notice of Intent dated March 20, 1992 to initiate PEA.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 19490226
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.4
National Priorities List: NO
Cleanup Oversight Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Lead Agency Description: Not reported
Project Manager: Not reported
Supervisor: Hamid Saebfar
Division Branch: Cleanup Chatsworth
Site Code: 300313
Assembly: 62
Senate: 30
Special Programs Code: Voluntary Cleanup Program
Status: Certified
Status Date: 03/02/1995
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 33.97078 / -118.3471
APN: 4015-015-900, 4015015900

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Past Use:	MANUFACTURED GAS PLANT
Potential COC:	10062, 10064, 10097, 10197, 20015, 20017, 20027, 30001, 30013, 30160
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	CENTINELA PARK (1.4 ACRE PARCEL OF)
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD MFG GAS PLANT/SO CAL GAS CO
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD TOWNE GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS INGLEWOOD MFG GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS - INGLEWOOD MPG
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	4015-015-900
Alias Type:	APN
Alias Name:	4015015900
Alias Type:	APN
Alias Name:	110033615657
Alias Type:	EPA (FRS #)
Alias Name:	300313
Alias Type:	Project Code (Site Code)
Alias Name:	19490226
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	03/02/1995
Comments:	The remediation was accomplished by the excavation of 5,824 tons of soil contaminated from former MGP operations. Sampling verified the achievement of cleanup goals. Clean soil was imported, backfilled, compacted and resodded. Excavated soil was recycled by thermal treatment.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* CEQA
Completed Date:	08/12/1994
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	11/19/1993
Comments:	The Department of Toxic Substances (Department) entered into a Removal Action Consent Order with the Southern California Gas Company for the Inglewood Manufactured Gas Plant site, also know as "Centinela Park". The Order provides $40,000 advance payment to the Depart- ment for oversite costs.

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/02/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Remedial or Removal Design
Completed Date: 08/30/1994
Comments: The Department reviewed and approved the Removal Action Implementation and Design (RAID) Plan and Responsiveness Summary for the Inglewood MGP site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/08/1992
Comments: The Department completed review of the PEA on July 8, 1992. The Department concurred with the recommendation that Further Action was needed at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/07/1992
Comments: The 1.4 acre of total 58 acre park was used by the Gas Co. for the production of "manufactured gas" in the early 1900s. Currently the site is used as a city owned rec- reational park. The manufactured gas was made at the site from coal and oil. The byproducts from this operation were tars, oils, sludges, lampblack etc, which were sold to various industrial uses. Some of these byproduct residues have been found in soils at former towne gas plant sites. Out of these polycyclic aromatic hydrocarbons (PAH) are hazardous. Also, elevated levels of heavy metals such as lead and arsenic were found at a few sites. A PEA is required at the site to determine, if any emergency removal action is required to reduce the potential threat to public health and the environment. The Dept received a Notice of Intent dated March 20, 1992 to initiate PEA.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CHMIRS:
OES Incident Number: 12-0314
OES notification: 01/17/2012
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm drain that runs to Cenpinela Creek.
Spill Site:	Other
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	540
Year:	2012
Agency:	City of Inglewood Public Works
Incident Date:	1/17/2012
Admin Agency:	Inglewood Fire Department
Amount:	Not reported
Contained:	No
Site Type:	Storm drain that runs to Cenpinela Creek.
E Date:	Not reported
Substance:	Sewage
Quantity Released:	16,200
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported

SO CAL GAS/INGLEWOOD MGP (Continued) **S101480993**

Fatals: Not reported
Comments: Not reported
Description: Caller states: In the city sewer main there was a stoppage of oils and grease which caused the overflow. 11,200 gal(s) was contained.

260
WNW
1/2-1
0.594 mi.
3134 ft.

Relative: Lower

Actual: 112 ft.

METAL TREATERS
414 W FLORENCE AVE
INGLEWOOD, CA 90301

RCRA-SQG **1000148477**
ENVIROSTOR **CAD982321556**
HIST UST
FINDS
ECHO
HAZNET
LA Co. Site Mitigation

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: METAL TREATERS
Facility address: 414 W FLORENCE AVE
INGLEWOOD, CA 90301
EPA ID: CAD982321556
Mailing address: W FLORENCE AVE
INGLEWOOD, CA 90301
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BRUCH SMITH
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported

METAL TREATERS (Continued) **1000148477**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: METAL TREATERS
Classification: Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 71002994
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.96527
Longitude: -118.3624
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED

METAL TREATERS (Continued) **1000148477**

Alias Name: CAD982321556
Alias Type: EPA Identification Number
Alias Name: 110002793898
Alias Type: EPA (FRS #)
Alias Name: 71002994
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 11/19/1997
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: 00027BCA
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027BCA.pdf
Region: STATE
Facility ID: 00000000490
Facility Type: Other
Other Type: METAL FINISHING
Contact Name: BRUCE U. SMITH
Telephone: 2136784952
Owner Name: METAL TREATERS INC.
Owner Address: 418 W. FLORENCE AVE.
Owner City,St,Zip: INGLEWOOD, CA 90301
Total Tanks: 0003

Tank Num: 001
Container Num: THREE
Year Installed: 1967
Tank Capacity: 00002118
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual, None

Tank Num: 002
Container Num: ONE
Year Installed: 1954
Tank Capacity: 00004673
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual, None

Tank Num: 003

METAL TREATERS (Continued) **1000148477**

Container Num: TWO
Year Installed: 1967
Tank Capacity: 00001207
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual, None

Click here for Geo Tracker PDF:

FINDS:

Registry ID: 110002793898

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000148477
Registry ID: 110002793898
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002793898

HAZNET:
envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Aqueous solution with metals (< restricted levels and (Alkaline solution (pH >= 12.5) with metals))
Disposal Method: Recycler
Tons: 16.6800
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838

METAL TREATERS (Continued) **1000148477**

Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Disposal, Land Fill
Tons: 597.0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Treatment, Tank
Tons: 23.0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1997
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Other
Tons: 69.0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000148477
Year: 1996
GEPAID: CAD982321556
Contact: METAL TREATERS
Telephone: 8059333838
Mailing Name: Not reported
Mailing Address: 1411 SAY RD
Mailing City,St,Zip: SANTA PAULA, CA 930601425

METAL TREATERS (Continued) **1000148477**

Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified sludge waste
Disposal Method: Transfer Station
Tons: 1.2505
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

LA Co. Site Mitigation:
Facility ID: FA0010856
Status: Not reported
Site ID: SD0010563
Jurisdiction: Not reported
Case ID: RO0010563
Abated: Yes
Assigned To: GB
Entered Date: Not reported
Abated Date: 04/22/1998

261
NW
1/2-1
0.647 mi.
3415 ft.

INGLEWOOD PROPERTY/ESTATE OF A. LEVINSON **ENVIROSTOR** **S106893759**
300 WEST HYDE PARK BLVD. **N/A**
INGLEWOOD, CA 90302

Relative:
Lower

Actual:
103 ft.

ENVIROSTOR:
Facility ID: 19000038
Status: Refer: 1248 Local Agency
Status Date: 02/13/2000
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY
Lead Agency: LOS ANGELES COUNTY
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 33.97089
Longitude: -118.3616
APN: 4017029001, 4017030001, 4017030002, 4017030003, 4017030004, 4017030005, 4017030006, 4017030007, 4017030007, 4017030008, 4017030009, 4017030010, 4017030011, 4017030012, 4017030013, 4017030014, 4017030015
Past Use: NONE SPECIFIED

INGLEWOOD PROPERTY/ESTATE OF A. LEVINSON (Continued) **S106893759**

Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 4017029001
Alias Type: APN
Alias Name: 4017030001
Alias Type: APN
Alias Name: 4017030002
Alias Type: APN
Alias Name: 4017030003
Alias Type: APN
Alias Name: 4017030004
Alias Type: APN
Alias Name: 4017030005
Alias Type: APN
Alias Name: 4017030006
Alias Type: APN
Alias Name: 4017030007
Alias Type: APN
Alias Name: 4017030007
Alias Type: APN
Alias Name: 4017030008
Alias Type: APN
Alias Name: 4017030009
Alias Type: APN
Alias Name: 4017030010
Alias Type: APN
Alias Name: 4017030011
Alias Type: APN
Alias Name: 4017030012
Alias Type: APN
Alias Name: 4017030013
Alias Type: APN
Alias Name: 4017030014
Alias Type: APN
Alias Name: 4017030015
Alias Type: APN
Alias Name: 19000038
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: SB 1248 Notification
Completed Date: 02/14/2000
Comments: DTSC is not involved with this project.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

262
SW
1/2-1
0.740 mi.
3908 ft.

JEFFERSON ELEMENTARY EXPANSION
CONDON AVENUE/FIRMONA AVENUE
LENNOX, CA 90304

ENVIROSTOR
SCH

S105954519
N/A

Relative:
Lower

Actual:
90 ft.

ENVIROSTOR:

Facility ID:	19880080
Status:	No Further Action
Status Date:	10/30/2006
Site Code:	304378
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.97
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Shahir Haddad
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9446
Longitude:	-118.3569
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO No Contaminants found
Potential Description:	NMA
Alias Name:	JEFFERSON ELEMENTARY EXPANSION
Alias Type:	Alternate Name
Alias Name:	LENNOX SD-JEFFERSON ELEM EXPANSION
Alias Type:	Alternate Name
Alias Name:	304378
Alias Type:	Project Code (Site Code)
Alias Name:	19880080
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/30/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	05/08/2005
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/27/2002
Comments:	Not reported

JEFFERSON ELEMENTARY EXPANSION (Continued) **S105954519**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 10/27/2006
Comments: Phase I Addendum approved. No Further Action.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19880080
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.97
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Shahir Haddad
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304378
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: No Further Action
Status Date: 10/30/2006
Restricted Use: NO
Funding: School District
Latitude: 33.9446
Longitude: -118.3569
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO, No Contaminants found
Potential Description: NMA
Alias Name: JEFFERSON ELEMENTARY EXPANSION
Alias Type: Alternate Name
Alias Name: LENNOX SD-JEFFERSON ELEM EXPANSION
Alias Type: Alternate Name
Alias Name: 304378
Alias Type: Project Code (Site Code)
Alias Name: 19880080
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

JEFFERSON ELEMENTARY EXPANSION (Continued) **S105954519**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/30/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/08/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/27/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 10/27/2006
Comments: Phase I Addendum approved. No Further Action.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

263
SW
1/2-1
0.743 mi.
3922 ft.

PAYNE ELEMENTARY SCHOOL **ENVIROSTOR** **S118757043**
215 WEST 94TH STREET **SCH** **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
102 ft.

ENVIROSTOR:
Facility ID: 60000005
Status: No Action Required
Status Date: 05/26/2006
Site Code: 304421
Site Type: School Investigation
Site Type Detailed: School
Acres: 2.27
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District

PAYNE ELEMENTARY SCHOOL (Continued) **S118757043**

Latitude: 33.95160
Longitude: -118.3576
APN: 4023-039-901, 4023039901
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: SOIL
Alias Name: INGLEWOOD USD-PAYNE ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: 4023-039-901
Alias Type: APN
Alias Name: 4023039901
Alias Type: APN
Alias Name: 304421
Alias Type: Project Code (Site Code)
Alias Name: 60000005
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/02/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 05/26/2006
Comments: NA determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/07/2003
Comments: Addendum required for lead-base paint. Letter sent out 08/07/2003.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000005
Site Type: School Investigation

PAYNE ELEMENTARY SCHOOL (Continued) **S118757043**

Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.27
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304421
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	05/26/2006
Restricted Use:	NO
Funding:	School District
Latitude:	33.95160
Longitude:	-118.3576
APN:	4023-039-901, 4023039901
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	30013-NO
Potential Description:	SOIL
Alias Name:	INGLEWOOD USD-PAYNE ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	4023-039-901
Alias Type:	APN
Alias Name:	4023039901
Alias Type:	APN
Alias Name:	304421
Alias Type:	Project Code (Site Code)
Alias Name:	60000005
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/02/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/07/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	05/26/2006
Comments:	NA determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1

PAYNE ELEMENTARY SCHOOL (Continued) **S118757043**

Completed Date:	08/07/2003
Comments:	Addendum required for lead-base paint. Letter sent out 08/07/2003.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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264 NW 1/2-1 0.772 mi. 4075 ft. **HIGHLAND ELEMENTARY SCHOOL** **ENVIROSTOR SCH** **S105628650 N/A**
430 VENICE WAY
INGLEWOOD, CA 90302

Relative: Lower

Actual: 120 ft.

ENVIROSTOR:

Facility ID:	19880047
Status:	No Further Action
Status Date:	10/09/2002
Site Code:	304383
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9729
Longitude:	-118.3626
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Antimony and compounds Arsenic Barium and compounds Beryllium and compounds Cadmium and compounds Chromium III Cobalt Copper and compounds Lead Mercury and compounds Molybdenum Nickel Selenium Silver Thallium and compounds Vanadium and compounds Zinc 2,4,5-Trichlorophenol 2,4,6-Trichlorophenol 2,4-Dimethylphenol 2,4-Dinitrophenol 2,4-Dinitrotoluene (also see Dinitrotoluene mixture 2,6-Dimethylphenol 2,6-Dinitrotoluene (also see Dinitrotoluene mixture 2-Chlorophenol 2-Methylphenol 2-Nitroaniline 3,3-Dichlorobenzidine 3,4-Dimethylphenol 3-Methylphenol 3-Nitroaniline 4-Chloroaniline 4-Methylphenol 4-Nitroaniline Acenaphthene Anthracene Benz[a]anthracene Benzo[a]pyrene Benzo[b]fluoranthene Benzo[k]fluoranthene Benzyl alcohol Bis(2-chloro-1-methylethyl)ether Bis(2-chloroethyl)ether Bis(2-chloroisopropyl)ether Bis(2-ethylhexyl)phthalate (DEHP) Butyl benzyl phthalate Carbazole Chrysene Dibenz[ah]anthracene Dibenzofuran

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Dibutyl phthalate Diethyl phthalate Dimethyl phthalate Dinitrotoluene mixture Fluoranthene Fluorene Hexachlorobenzene Hexachloroethane Indeno[1,2,3-cd]pyrene N-Nitroso di-n-propylamine N-Nitrosodimethylamine N-Nitrosodiphenylamine Naphthalene Nitrobenzene Pentachlorophenol Phenol Pyrene Pyridine 1,1,1,2-Tetrachloroethane 1,1,1-Trichloroethane (TCA 1,1,2,2-Tetrachloroethane 1,1,2-Trichloroethane 1,1,2-Trichloropropane 1,1-Dichloroethane 1,1-Dichloroethylene 1,2,3-Trichloropropane 1,2,3-Trichloropropene 1,2,4-Trichlorobenzene 1,2,4-Trimethylbenzene 1,2-Dibromo-3-chloropropane (DBCP 1,2-Dibromoethane (EDB 1,2-Dichlorobenzene 1,2-Dichloroethane (EDC 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans 1,2-Dichloropropane 1,3,5-Trimethylbenzene 1,3-Dichlorobenzene 1,3-Dichloropropane 1,3-Dichloropropene 1,4-Dibromobenzene 1,4-Dichlorobenzene Benzene Bromobenzene Bromodichloromethane Bromoform (tribromomethane Bromomethane (Methyl bromide Carbon tetrachloride Chlorobenzene Chloroethane Chloroform Chloromethane (methyl chloride Dibromochloromethane Dichlorodifluoromethane Ethylbenzene Hexachlorobutadiene Methyl ethyl ketone (2-Butanone Methyl isobutyl ketone Methyl tertbutyl ether (MTBE Methylene bromide Methylene chloride Styrene Tetrachloroethylene (PCE Toluene Trichloroethylene (TCE Trichlorofluoromethane Vinyl chloride Xylenes n-Butylbenzene n-Propylbenzene o-Chlorotoluene sec-Butylbenzene tert-Butylbenzene

Confirmed COC: 30001-NO 30003-NO 30013-NO 30016-NO 30542-NO 30564-NO 30565-NO 30571-NO 30572-NO 30578-NO 30022-NO 30026-NO 30058-NO 30067-NO 30078-NO 30084-NO 30087-NO 30093-NO 30473-NO 30474-NO 30476-NO 30477-NO 30479-NO 30481-NO 30484-NO 30485-NO 30499-NO 30506-NO 30515-NO 30311-NO 30312-NO 30318-NO 30357-NO 30094-NO 30096-NO 30104-NO 30105-NO 30108-NO 30137-NO 30152-NO 30156-NO 30179-NO 30180-NO 30182-NO 30183-NO 30185-NO 30188-NO 30192-NO 30193-NO 30195-NO 30196-NO 30200-NO 30202-NO 30231-NO 30232-NO 30240-NO 30242-NO 30272-NO 30536-NO 30383-NO 30587-NO 30593-NO 30594-NO 30386-NO 30392-NO 30394-NO 30412-NO 30384-NO 30387-NO 30393-NO 30402-NO 30407-NO 30411-NO 30413-NO 30414-NO 30424-NO 30425-NO 30448-NO 30550-NO 30567-NO 30116-NO 30135-NO 30027-NO 30085-NO 30088-NO 30095-NO 30103-NO 30106-NO 30113-NO 30126-NO 30136-NO 30143-NO 30178-NO 30181-NO 30186-NO 30191-NO 30194-NO 30201-NO 30212-NO 30230-NO 30233-NO 30241-NO 30028-NO 30243-NO 30423-NO 30451-NO 30080-NO 30127-NO 30154-NO 30482-NO 30475-NO 30478-NO 30480-NO 30483-NO 30525-NO 30563-NO 30566-NO 30570-NO 30577-NO 30535-NO 30146-NO 30187-NO 30021-NO

Potential Description: SOIL, SV

Alias Name: HIGHLAND ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ELEM SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ES EXPANSION
Alias Type: Alternate Name
Alias Name: 110022046025
Alias Type: EPA (FRS #)
Alias Name: 304381
Alias Type: Project Code (Site Code)
Alias Name: 304383
Alias Type: Project Code (Site Code)

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Alias Name: 19880047
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 10/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/06/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/01/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/17/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/14/2004
Comments: accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/14/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/01/2002
Comments: Mitigated Negative Declaration

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Analytical Report

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Preliminary Soil & Soil Gas Sampling

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19880047
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304383
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	10/09/2002
Restricted Use:	NO
Funding:	School District
Latitude:	33.9729
Longitude:	-118.3626
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Antimony and compounds, Arsenic, Barium and compounds, Beryllium and compounds, Cadmium and compounds, Chromium III, Cobalt, Copper and compounds, Lead, Mercury and compounds, Molybdenum, Nickel, Selenium, Silver, Thallium and compounds, Vanadium and compounds, Zinc, 2,4,5-Trichlorophenol, 2,4,6-Trichlorophenol, 2,4-Dimethylphenol, 2,4-Dinitrophenol, 2,4-Dinitrotoluene (also see Dinitrotoluene mixture, 2,6-Dimethylphenol, 2,6-Dinitrotoluene (also see Dinitrotoluene mixture, 2-Chlorophenol, 2-Methylphenol, 2-Nitroaniline, 3,3-Dichlorobenzidine, 3,4-Dimethylphenol,

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

3-Methylphenol, 3-Nitroaniline, 4-Chloroaniline, 4-Methylphenol, 4-Nitroaniline, Acenaphthene, Anthracene, Benz[a]anthracene, Benzo[a]pyrene, Benzo[b]fluoranthene, Benzo[k]fluoranthene, Benzyl alcohol, Bis(2-chloro-1-methylethyl)ether, Bis(2-chloroethyl)ether, Bis(2-chloroisopropyl)ether, Bis(2-ethylhexyl)phthalate (DEHP), Butyl benzyl phthalate, Carbazole, Chrysene, Dibenz[ah]anthracene, Dibenzofuran, Dibutyl phthalate, Diethyl phthalate, Dimethyl phthalate, Dinitrotoluene mixture, Fluoranthene, Fluorene, Hexachlorobenzene, Hexachloroethane, Indeno[1,2,3-cd]pyrene, N-Nitroso di-n-propylamine, N-Nitrosodimethylamine, N-Nitrosodiphenylamine, Naphthalene, Nitrobenzene, Pentachlorophenol, Phenol, Pyrene, Pyridine, 1,1,1,2-Tetrachloroethane, 1,1,1-Trichloroethane (TCA, 1,1,2,2-Tetrachloroethane, 1,1,2-Trichloroethane, 1,1,2-Trichloropropane, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2,3-Trichloropropane, 1,2,3-Trichloropropene, 1,2,4-Trichlorobenzene, 1,2,4-Trimethylbenzene, 1,2-Dibromo-3-chloropropane (DBCP, 1,2-Dibromoethane (EDB, 1,2-Dichlorobenzene, 1,2-Dichloroethane (EDC, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans, 1,2-Dichloropropane, 1,3,5-Trimethylbenzene, 1,3-Dichlorobenzene, 1,3-Dichloropropane, 1,3-Dichloropropene, 1,4-Dibromobenzene, 1,4-Dichlorobenzene, Benzene, Bromobenzene, Bromodichloromethane, Bromoform (tribromomethane, Bromomethane (Methyl bromide, Carbon tetrachloride, Chlorobenzene, Chloroethane, Chloroform, Chloromethane (methyl chloride, Dibromochloromethane, Dichlorodifluoromethane, Ethylbenzene, Hexachlorobutadiene, Methyl ethyl ketone (2-Butanone, Methyl isobutyl ketone, Methyl tertbutyl ether (MTBE, Methylene bromide, Methylene chloride, Styrene, Tetrachloroethylene (PCE, Toluene, Trichloroethylene (TCE, Trichlorofluoromethane, Vinyl chloride, Xylenes, n-Butylbenzene, n-Propylbenzene, o-Chlorotoluene, sec-Butylbenzene, tert-Butylbenzene

Confirmed COC: 30001-NO, 30003-NO, 30013-NO, 30016-NO, 30542-NO, 30564-NO, 30565-NO, 30571-NO, 30572-NO, 30578-NO, 30022-NO, 30026-NO, 30058-NO, 30067-NO, 30078-NO, 30084-NO, 30087-NO, 30093-NO, 30473-NO, 30474-NO, 30476-NO, 30477-NO, 30479-NO, 30481-NO, 30484-NO, 30485-NO, 30499-NO, 30506-NO, 30515-NO, 30311-NO, 30312-NO, 30318-NO, 30357-NO, 30094-NO, 30096-NO, 30104-NO, 30105-NO, 30108-NO, 30137-NO, 30152-NO, 30156-NO, 30179-NO, 30180-NO, 30182-NO, 30183-NO, 30185-NO, 30188-NO, 30192-NO, 30193-NO, 30195-NO, 30196-NO, 30200-NO, 30202-NO, 30231-NO, 30232-NO, 30240-NO, 30242-NO, 30272-NO, 30536-NO, 30383-NO, 30587-NO, 30593-NO, 30594-NO, 30386-NO, 30392-NO, 30394-NO, 30412-NO, 30384-NO, 30387-NO, 30393-NO, 30402-NO, 30407-NO, 30411-NO, 30413-NO, 30414-NO, 30424-NO, 30425-NO, 30448-NO, 30550-NO, 30567-NO, 30116-NO, 30135-NO, 30027-NO, 30085-NO, 30088-NO, 30095-NO, 30103-NO, 30106-NO, 30113-NO, 30126-NO, 30136-NO, 30143-NO, 30178-NO, 30181-NO, 30186-NO, 30191-NO, 30194-NO, 30201-NO, 30212-NO, 30230-NO, 30233-NO, 30241-NO, 30028-NO, 30243-NO, 30423-NO, 30451-NO, 30080-NO, 30127-NO, 30154-NO, 30482-NO, 30475-NO, 30478-NO, 30480-NO, 30483-NO, 30525-NO, 30563-NO, 30566-NO, 30570-NO, 30577-NO, 30535-NO, 30146-NO, 30187-NO, 30021-NO

Potential Description: SOIL, SV
Alias Name: HIGHLAND ELEMENTARY SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ELEM SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-HIGHLAND ES EXPANSION

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Alias Type: Alternate Name
Alias Name: 110022046025
Alias Type: EPA (FRS #)
Alias Name: 304381
Alias Type: Project Code (Site Code)
Alias Name: 304383
Alias Type: Project Code (Site Code)
Alias Name: 19880047
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 10/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/06/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/01/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/17/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/14/2004
Comments: accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/14/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/20/2002
Comments: Not reported

HIGHLAND ELEMENTARY SCHOOL (Continued) **S105628650**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	08/01/2002
Comments:	Mitigated Negative Declaration

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Analytical Report

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/04/2002
Comments:	Preliminary Soil & Soil Gas Sampling

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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265 North 1/2-1 0.820 mi. 4329 ft.

CENTINELA ELEMENTARY SCHOOL
1123 MARLBOROUGH AVENUE
INGLEWOOD, CA 90302

ENVIROSTOR SCH **S105628571 N/A**

Relative: Higher

Actual: 194 ft.

ENVIROSTOR:

Facility ID:	19820038
Status:	No Further Action
Status Date:	02/07/2002
Site Code:	304353
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.97809
Longitude:	-118.3465
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES

CENTINELA ELEMENTARY SCHOOL (Continued) **S105628571**

Potential COC: Benzene Endrin Lead Aldrin Ethylbenzene Toluene Xylenes
Confirmed COC: 30003-NO 30010-NO 30013-NO 30272-NO 30593-NO 30550-NO 30043-NO
Potential Description: SOIL, SV
Alias Name: CENTINELA ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: INGLEWOOD USD-CENTINELA ELEMENTARY
Alias Type: Alternate Name
Alias Name: 304353
Alias Type: Project Code (Site Code)
Alias Name: 19820038
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/19/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/07/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/27/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19820038
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: Not reported
National Priorities List: NO

CENTINELA ELEMENTARY SCHOOL (Continued) **S105628571**

Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304353
Assembly:	62
Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	02/07/2002
Restricted Use:	NO
Funding:	School District
Latitude:	33.97809
Longitude:	-118.3465
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Benzene, Endrin, Lead, Aldrin, Ethylbenzene, Toluene, Xylenes
Confirmed COC:	30003-NO, 30010-NO, 30013-NO, 30272-NO, 30593-NO, 30550-NO, 30043-NO
Potential Description:	SOIL, SV
Alias Name:	CENTINELA ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	INGLEWOOD USD-CENTINELA ELEMENTARY
Alias Type:	Alternate Name
Alias Name:	304353
Alias Type:	Project Code (Site Code)
Alias Name:	19820038
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/19/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	07/17/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/07/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	11/27/2001
Comments:	Not reported
Future Area Name:	Not reported

CENTINELA ELEMENTARY SCHOOL (Continued) **S105628571**

Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

266
South
1/2-1
0.827 mi.
4364 ft.

PCSD 111TH & FREEMAN SCHOOL SITE **ENVIROSTOR** **S108484753**
11044 AND 11111 SOUTH FREEMAN AVENUE **SCH** **N/A**
LENNOX, CA 90304

Relative:
Lower

Actual:
73 ft.

ENVIROSTOR:
Facility ID: 60000628
Status: No Further Action
Status Date: 08/08/2007
Site Code: 304563
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.26
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.9347
Longitude: -118.3476
APN: 4035-010-024, 4035-025-015, 4035010024, 4035025015
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: SOIL
Alias Name: 4035-010-024
Alias Type: APN
Alias Name: 4035-025-015
Alias Type: APN
Alias Name: 4035010024
Alias Type: APN
Alias Name: 4035025015
Alias Type: APN
Alias Name: 304563
Alias Type: Project Code (Site Code)
Alias Name: 60000628
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

PCSD 111TH & FREEMAN SCHOOL SITE (Continued) **S108484753**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2007
Comments: CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/13/2007
Comments: DTSC req'd an addendum for LBP and OCPs

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 07/16/2007
Comments: Addendum approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000628
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.26
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304563
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: No Further Action
Status Date: 08/08/2007
Restricted Use: NO
Funding: School District
Latitude: 33.9347
Longitude: -118.3476
APN: 4035-010-024, 4035-025-015, 4035010024, 4035025015
Past Use: RESIDENTIAL AREA
Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: SOIL
Alias Name: 4035-010-024
Alias Type: APN

PCSD 111TH & FREEMAN SCHOOL SITE (Continued) **S108484753**

Alias Name: 4035-025-015
Alias Type: APN
Alias Name: 4035010024
Alias Type: APN
Alias Name: 4035025015
Alias Type: APN
Alias Name: 304563
Alias Type: Project Code (Site Code)
Alias Name: 60000628
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/17/2007
Comments: CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/13/2007
Comments: DTSC req'd an addendum for LBP and OCPs

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 07/16/2007
Comments: Addendum approved

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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267 SSW 1/2-1 0.842 mi. 4445 ft. **LENNOX ELEMENTARY /VIVA MARKET SCHOOL** **ENVIROSTOR SCH** **S118756530 N/A**
11036 HAWTHORNE BOULEVARD
LENNOX, CA 90304

Relative: Lower
Actual: 71 ft.

ENVIROSTOR:
Facility ID: 19540001
Status: No Action Required
Status Date: 07/27/1999
Site Code: 300765
Site Type: School Investigation
Site Type Detailed: School
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported

LENNOX ELEMENTARY /VIVA MARKET SCHOOL (Continued) **S118756530**

Supervisor: Mark Malinowski
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.93530
Longitude: -118.3519
APN: 4035002900
Past Use: RETAIL
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: LENNOX ELEMENTARY/VIVA MARKET SCHOOL
Alias Type: Alternate Name
Alias Name: LENNOX SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: LENNOX SCHOOL DISTRICT, LENNEX ELEM.
Alias Type: Alternate Name
Alias Name: 4035002900
Alias Type: APN
Alias Name: 300765
Alias Type: Project Code (Site Code)
Alias Name: 19540001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/21/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/27/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LENNOX ELEMENTARY /VIVA MARKET SCHOOL (Continued) **S118756530**

SCH:

Facility ID:	19540001
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	Not reported
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	300765
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	07/27/1999
Restricted Use:	NO
Funding:	School District
Latitude:	33.93530
Longitude:	-118.3519
APN:	4035002900
Past Use:	RETAIL
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	LENNOX ELEMENTARY/VIVA MARKET SCHOOL
Alias Type:	Alternate Name
Alias Name:	LENNOX SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	LENNOX SCHOOL DISTRICT, LENNEX ELEM.
Alias Type:	Alternate Name
Alias Name:	4035002900
Alias Type:	APN
Alias Name:	300765
Alias Type:	Project Code (Site Code)
Alias Name:	19540001
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/21/1999
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/07/1999
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

LENNOX ELEMENTARY /VIVA MARKET SCHOOL (Continued) **S118756530**

Completed Document Type: Phase 1
Completed Date: 07/27/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AV268 **JEFFERSON ELEMENTARY SCHOOL** **ENVIROSTOR** **S104913206**
SW **CONDON AVENUE/CENTURY BOULEVARD** **SCH** **N/A**
1/2-1 **LENNOX, CA 90304** **LOS ANGELES CO. HMS**
0.884 mi.
4670 ft. **Site 1 of 2 in cluster AV**

Relative: **Lower**
Actual: **84 ft.**

ENVIROSTOR:
Facility ID: 60000033
Status: Inactive - Withdrawn
Status Date: 02/20/2013
Site Code: 304456
Site Type: School Investigation
Site Type Detailed: School
Acres: 6.3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.94227
Longitude: -118.3581
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: LENNOX SD-JEFFERSON ELEMENTARY SCL EXP
Alias Type: Alternate Name
Alias Name: T0603795739
Alias Type: GeoTracker Global ID
Alias Name: 304456
Alias Type: Project Code (Site Code)
Alias Name: 60000033
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE

JEFFERSON ELEMENTARY SCHOOL (Continued) **S104913206**

Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/14/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/23/2005
Comments: CRU Memo completed

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000033
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 6.3
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304456
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: Inactive - Withdrawn
Status Date: 02/20/2013
Restricted Use: NO
Funding: School District
Latitude: 33.94227
Longitude: -118.3581
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: LENNOX SD-JEFFERSON ELEMENTARY SCL EXP

JEFFERSON ELEMENTARY SCHOOL (Continued) **S104913206**

Alias Type: Alternate Name
Alias Name: T0603795739
Alias Type: GeoTracker Global ID
Alias Name: 304456
Alias Type: Project Code (Site Code)
Alias Name: 60000033
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/14/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/23/2005
Comments: CRU Memo completed

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 026437-036056
Facility Type: 1
Facility Status: Removed
Area: 29
Permit Number: 000308817
Permit Status: Removed

Region: LA
Permit Category: Not reported
Facility Id: 026437-039968
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

AV269 **JEFFERSON ELEMENTARY SCHOOL EXPANSION** **ENVIROSTOR** **S105087248**
SW **10322 CONDON AVENUE** **LUST** **N/A**
1/2-1 **LENNOX, CA 90304** **SCH**
0.884 mi. **NPDES**
4670 ft. **Site 2 of 2 in cluster AV** **CIWQS**

Relative: Lower
Actual: 84 ft.

ENVIROSTOR:

Facility ID:	60000695
Status:	Inactive - Withdrawn
Status Date:	11/07/2011
Site Code:	304570
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6.3
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Rana Georges
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.94227
Longitude:	-118.3581
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA, RETAIL
Potential COC:	Chlordane DDD DDE DDT Lead
Confirmed COC:	30004-NO 30006-NO 30007-NO 30008-NO 30013-NO
Potential Description:	UE
Alias Name:	304570
Alias Type:	Project Code (Site Code)
Alias Name:	60000695
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/07/2011
Comments:	DTSC prepared project close out Cost Recovery Unit Memorandum.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inactive Status Letter
Completed Date:	09/17/2009
Comments:	DTSC issued an inactive letter due to the delays of the project and after discussing the issue with the District. The District indicated during a telephone conversation that funding is not available to move the project forward. District will contact DTSC when funding becomes available.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/09/2007
Comments:	In a letter, dated October 9, 2007, DTSC approved the Phase I

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Environmental Site Assessment report, dated May 4, 2007, with additional information provided on October 2, 2007. The Phase I concludes that the only recognized environmental conditions at the site are asbestos containing material, lead from lead-based paint, and organochlorine pesticides from termiticides. DTSC concurred with the conclusion that further environmental investigation of the site is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 10/11/2007
Comments: On October 11, 2007, DTSC signed the completed SFPD 4.14 form and transmitted the form to Lennox School District via a letter, dated October 11, 2007. The form documents commitment of the District to complete the required further investigation and related response action with DTSC's oversight. Further investigation of lead from lead-based paint and organochlorine pesticides from termiticides, including asbestos containing material, is required per DTSC's letter, dated October 9, 2007.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603795739
Global Id: T0603795739
Latitude: 33.941723
Longitude: -118.359142
Status: Completed - Case Closed
Status Date: 06/11/2009
Case Worker: MRR
RB Case Number: Not reported
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: 026437-036056
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0603795739
Contact Type: Local Agency Caseworker
Contact Name: MANUEL R REGALADO
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: mregalad@dpw.lacounty.gov

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Phone Number: Not reported

Global Id: T0603795739
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603795739
Action Type: ENFORCEMENT
Date: 09/25/2008
Action: Closure/No Further Action Letter - #C585469

Global Id: T0603795739
Action Type: Other
Date: 02/13/2001
Action: Leak Reported

Global Id: T0603795739
Action Type: REMEDIATION
Date: 05/30/2001
Action: Excavation

Global Id: T0603795739
Action Type: Other
Date: 01/31/2001
Action: Leak Discovery

LUST:
Global Id: T0603795739
Status: Open - Case Begin Date
Status Date: 01/31/2001

Global Id: T0603795739
Status: Open - Remediation
Status Date: 05/30/2001

Global Id: T0603795739
Status: Open - Site Assessment
Status Date: 05/30/2001

Global Id: T0603795739
Status: Completed - Case Closed
Status Date: 06/11/2009

SCH:

Facility ID: 60000695
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Acres:	6.3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Rana Georges
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304570
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Inactive - Withdrawn
Status Date:	11/07/2011
Restricted Use:	NO
Funding:	School District
Latitude:	33.94227
Longitude:	-118.3581
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA, RETAIL
Potential COC:	Chlordane, DDD, DDE, DDT, Lead
Confirmed COC:	30004-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO
Potential Description:	UE
Alias Name:	304570
Alias Type:	Project Code (Site Code)
Alias Name:	60000695
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/07/2011
Comments:	DTSC prepared project close out Cost Recovery Unit Memorandum.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inactive Status Letter
Completed Date:	09/17/2009
Comments:	DTSC issued an inactive letter due to the delays of the project and after discussing the issue with the District. The District indicated during a telephone conversation that funding is not available to move the project forward. District will contact DTSC when funding becomes available.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/09/2007
Comments:	In a letter, dated October 9, 2007, DTSC approved the Phase I Environmental Site Assessment report, dated May 4, 2007, with additional information provided on October 2, 2007. The Phase I concludes that the only recognized environmental conditions at the site are asbestos containing material, lead from lead-based paint, and organochlorine pesticides from termiticides. DTSC concurred with the conclusion that further environmental investigation of the site is required.

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	10/11/2007
Comments:	On October 11, 2007, DTSC signed the completed SFPD 4.14 form and transmitted the form to Lennox School District via a letter, dated October 11, 2007. The form documents commitment of the District to complete the required further investigation and related response action with DTSC's oversight. Further investigation of lead from lead-based paint and organochlorine pesticides from termiticides, including asbestos containing material, is required per DTSC's letter, dated October 9, 2007.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	425121
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C363624
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	05/15/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/17/2015
Discharge Name:	Lennox School District
Discharge Address:	10319 Firmona Avenue
Discharge City:	Lennox
Discharge State:	California
Discharge Zip:	90304
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	425121
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C363624
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/17/2015

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	04/03/2012
PROCESSED DATE:	05/15/2012
STATUS CODE NAME:	Terminated
STATUS DATE:	11/18/2015
PLACE SIZE:	9.7
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Preeti Dsouza
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	714-788-2617
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	pdsouza@telacu.com
OPERATOR NAME:	Lennox School District
OPERATOR ADDRESS:	10319 Firmona Avenue
OPERATOR CITY:	Lennox
OPERATOR STATE:	California
OPERATOR ZIP:	90304
OPERATOR CONTACT NAME:	Brian Johnson
OPERATOR CONTACT TITLE:	Assistant Superintendent of Business Services
OPERATOR CONTACT PHONE:	310-695-4010
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	pdsouza@telacu.com
OPERATOR TYPE:	State Agency
DEVELOPER NAME:	Lennox School District
DEVELOPER ADDRESS:	10319 Firmona Avenue
DEVELOPER CITY:	Lennox
DEVELOPER STATE:	California
DEVELOPER ZIP:	90304
DEVELOPER CONTACT NAME:	Brian Johnson
DEVELOPER CONTACT TITLE:	Assistant Superintendent of Business Services
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	School
CONSTYPE OTHER IND:	Y
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Santa Monica Bay
CERTIFIER NAME:	Brian Johnson
CERTIFIER TITLE:	Assistant Superintendent of Business Services

JEFFERSON ELEMENTARY SCHOOL EXPANSION (Continued) **S105087248**

CERTIFICATION DATE:	03-APR-12
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

CIWQS:

Agency:	Lennox School District
Agency Address:	10319 Firmona Avenue, Lennox, CA 90304
Place/Project Type:	Construction - Other: School
SIC/NAICS:	Not reported
Region:	4
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	4 19C363624
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	05/15/2012
Termination Date:	11/17/2015
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	1
Violations within 5 years:	1
Latitude:	33.9444
Longitude:	-118.3572

270
WSW
1/2-1
0.897 mi.
4735 ft.

OAK STREET ELEMENTARY SCHOOL, CITY OF INGLEWOOD **ENVIROSTOR** **S109933637**
633 S. OAK STREET **N/A**
INGLEWOOD, CA 90301

Relative:
Lower

Actual:
92 ft.

ENVIROSTOR:

Facility ID:	60001399
Status:	No Further Action
Status Date:	02/20/2013
Site Code:	301498
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	4.49
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Maryam Tasnif-Abbasi
Supervisor:	Emad Yemut
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	EPA - Target Site Investigation
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	33.95574

OAK STREET ELEMENTARY SCHOOL, CITY OF INGLEWOOD (Continued) **S109933637**

Longitude: -118.3660
APN: 4022-002-900
Past Use: UNKNOWN
Potential COC: Under Investigation
Confirmed COC: Under Investigation
Potential Description: UE
Alias Name: 4022-002-900
Alias Type: APN
Alias Name: 301498
Alias Type: Project Code (Site Code)
Alias Name: 60001399
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/10/2011
Comments: A Phase I ESA was prepared to determine potenital historical operations that may have led to soil impacts at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 03/23/2011
Comments: A PEA Workplan was prepared to outline the scope of work needed to assess potential environmental impacts resulting from historical operations.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/26/2011
Comments: The PEA Report recommends No Further Action. DTSC concurs with this recommendation and accepts the PEA Report as Final.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/30/2011
Comments: Soil and Soil Gas sampling conducted on March 29 and 30, 2011. Samples were analyzed for metals, organochlorine pesticides, total petroleum hydrocarbons, polychlorinated biphenyls, and volatile organic compounds.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 01/27/2010
Comments: Work Order Approval executed and Start Work was issued.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

OAK STREET ELEMENTARY SCHOOL, CITY OF INGLEWOOD (Continued) **S109933637**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 4 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HAWTHORNE	S113883105		2600 S PRAIRIE AVE	90250	CDL
INGLEWOOD	S121696544	AIRPORT PLAZA CLEANERS CHARLES W V	1117 W MANCHESTER BLVD STE D &	90301	DRYCLEANERS
LOS ANGELES	S106797569	BNSF HR-LA-C-GET-HB-3/HB-4	RAILROAD RT OF WAY 550' S OF A	90301	ENVIROSTOR
LOS ANGELES	S120714338	METRO RAIL TO RIVER PROJECT	RAILROAD RIGHT-OF-WAY FROM WES	90043	ENVIROSTOR, VCP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/16/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 78

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/12/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 48

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/06/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 15

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/13/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 134

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 39

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/30/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 05/04/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 27

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 01/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 46

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/08/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 0

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/15/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/15/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/20/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 04/27/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 01/04/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 99
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 79

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 02/28/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 72

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO

Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA LIVERMORE-PLEASANTON

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: DRYCLEAN AVAQMD

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 36

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 147

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 54

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/14/2018
Date Data Arrived at EDR: 02/16/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 46

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 01/09/2018
Date Made Active in Reports: 02/06/2018
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 02/27/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/19/2018
Number of Days to Update: 45

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/23/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region’s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

SAMPLING POINT: SAMPLING POINT (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

WELL STIM PROJ: WELL SAMP PROJ (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

UIC GEO: UIC GEO (GEOTRACKER)
Underground control injection sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

OTHER OIL GAS: OTHER OIL & GAS (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

CIWQS: The California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 60

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PROD WATER PONDS: PROD WATER PONDS (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

NON-CASE INFO: NON-CASE INFO (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

PROJECT: PROJECT (GEOTRACKER)
Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 01/11/2018
Date Made Active in Reports: 02/22/2018
Number of Days to Update: 42

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 10

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 01/26/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 47

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/26/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 02/26/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 14

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 01/05/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 40

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/26/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 47

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/08/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 08/04/2017
Number of Days to Update: 56

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 54

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 02/06/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 33

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 56

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/16/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 29

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 01/17/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 40

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/12/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 27

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 15

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 18

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 30

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/31/2018
Date Data Arrived at EDR: 02/01/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 41

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 01/02/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/19/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 46

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/19/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/19/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 01/03/2018
Date Made Active in Reports: 02/05/2018
Number of Days to Update: 33

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 01/03/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 42

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 11/17/2017
Number of Days to Update: 14

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/30/2017
Date Data Arrived at EDR: 12/01/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 46

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/07/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 40

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58
Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11
Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 42
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/20/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 43
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 02/04/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 42
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90
Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51
Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 16
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 20

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 02/06/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 37

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 29

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 50

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 48

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 54
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 16
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 31
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 02/01/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 07/27/2017
Number of Days to Update: 107

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/03/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/08/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

INGLEWOOD TRANSIT INTERCONNECTOR
MANCHESTER BLVD/PRAIRIE AVE
INGLEWOOD, CA 90301

TARGET PROPERTY COORDINATES

Latitude (North):	33.95979 - 33° 57' 35.24''
Longitude (West):	118.344019 - 118° 20' 38.47''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	375817.2
UTM Y (Meters):	3758317.0
Elevation:	155 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5640440 INGLEWOOD, CA
Version Date:	2012
West Map:	5640438 VENICE, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

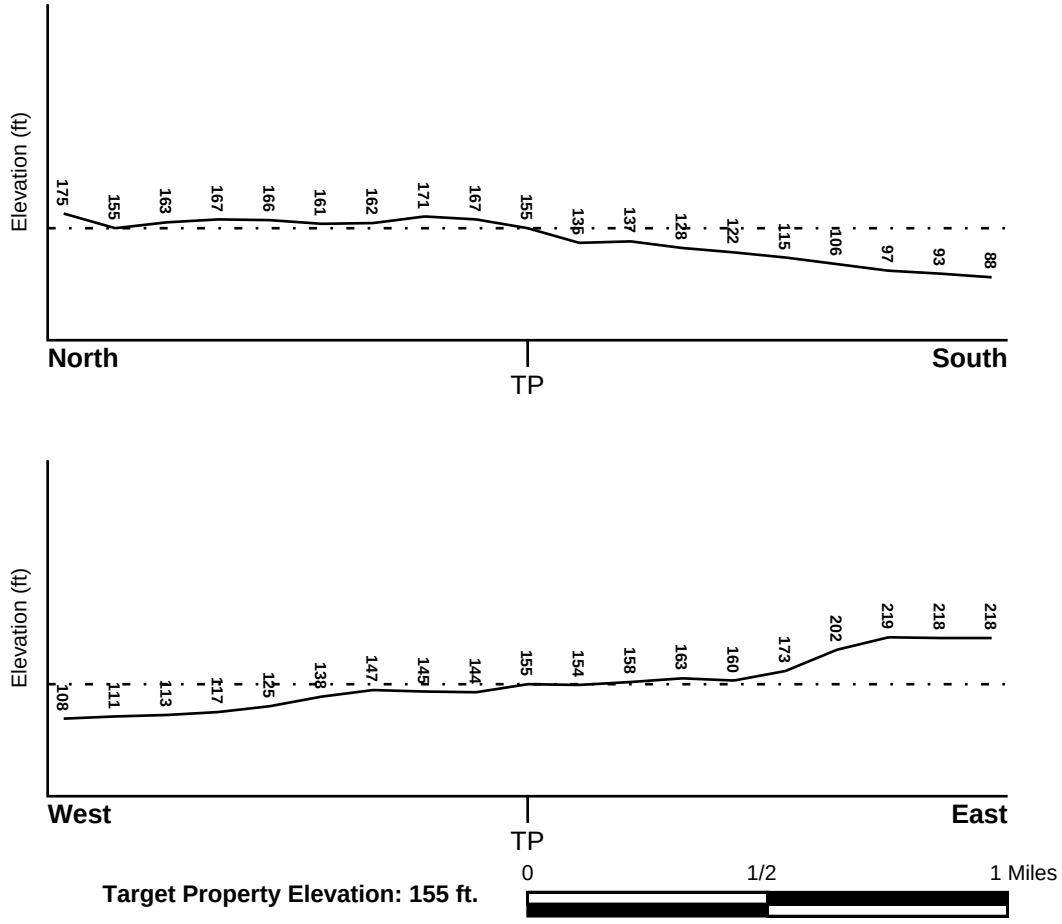
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C1780F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
Not Reported	

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
INGLEWOOD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Surficial Soil Types:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Shallow Soil Types:
fine sandy loam
gravelly - loam
sandy clay
sandy clay loam
clay
silty clay
sand

Deeper Soil Types:
gravelly - sandy loam
sandy loam
very gravelly - sandy loam
stratified
very fine sandy loam
weathered bedrock
sand
gravelly - fine sandy loam
silty clay loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000158925	1/4 - 1/2 Mile ESE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A2	2986	1/2 - 1 Mile NW
A3	2987	1/2 - 1 Mile NW
A4	2988	1/2 - 1 Mile NW

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG11000209982	0 - 1/8 Mile North
2	CAOG11000204825	0 - 1/8 Mile SSW
A3	CAOG11000209975	0 - 1/8 Mile North
A4	CAOG11000209726	1/8 - 1/4 Mile NNW
B5	CAOG11000209715	1/8 - 1/4 Mile North
B6	CAOG11000209974	1/8 - 1/4 Mile North
B7	CAOG11000209976	1/8 - 1/4 Mile NNW
B8	CAOG11000209725	1/8 - 1/4 Mile NNW
B9	CAOG11000209744	1/8 - 1/4 Mile North
B10	CAOG11000209750	1/8 - 1/4 Mile North
11	CAOG11000209749	1/8 - 1/4 Mile West
C12	CAOG11000209996	1/8 - 1/4 Mile NW

STATE OIL/GAS WELL INFORMATION

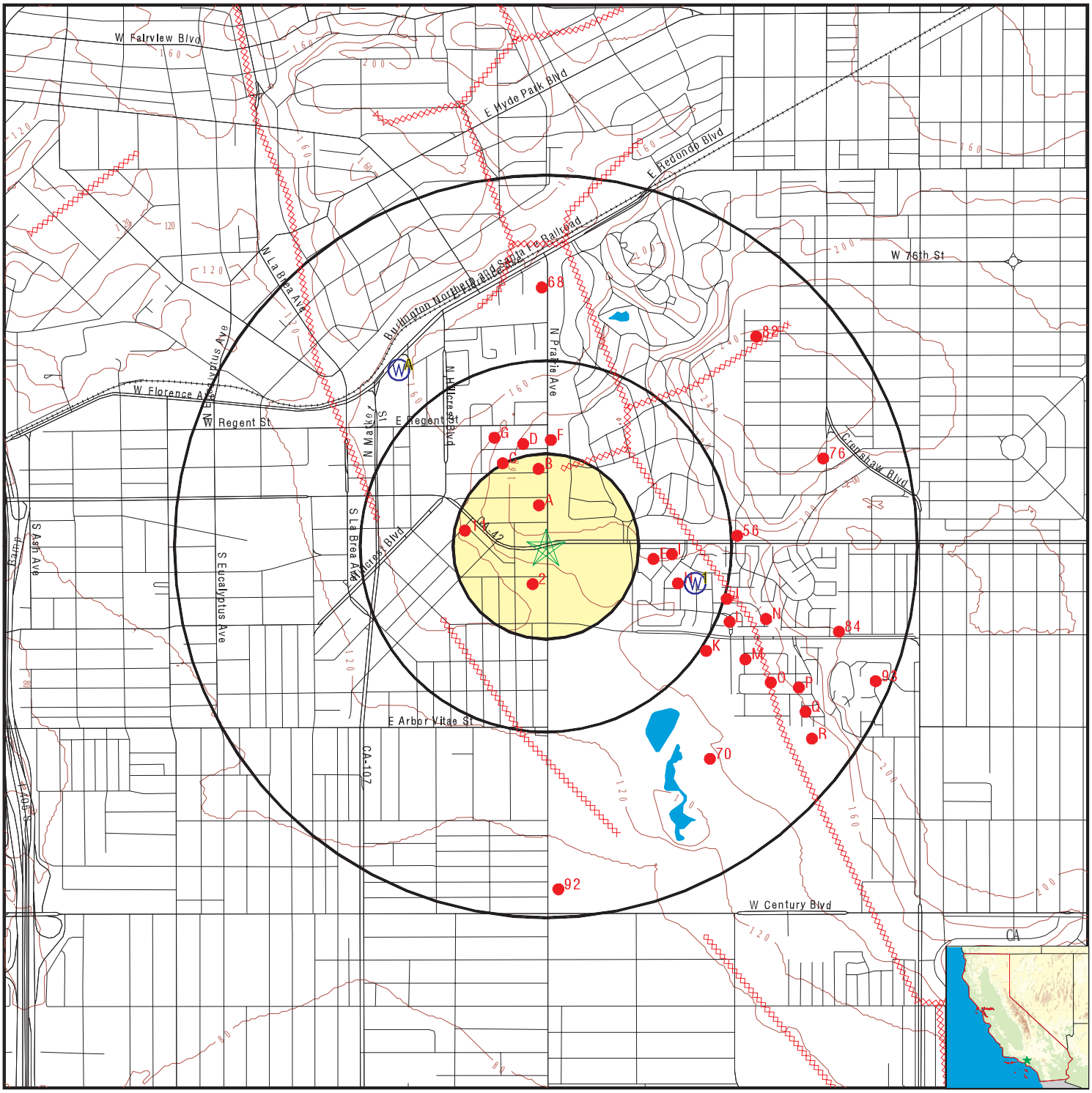
MAP ID	WELL ID	LOCATION FROM TP
C13	CAOG11000209998	1/8 - 1/4 Mile NW
C14	CAOG11000209997	1/8 - 1/4 Mile NNW
B15	CAOG11000209981	1/8 - 1/4 Mile North
B16	CAOG11000209718	1/8 - 1/4 Mile North
B17	CAOG11000209984	1/8 - 1/4 Mile North
D18	CAOG11000209985	1/8 - 1/4 Mile NNW
D19	CAOG11000209967	1/4 - 1/2 Mile NNW
C20	CAOG11000209992	1/4 - 1/2 Mile NNW
E21	CAOG11000210005	1/4 - 1/2 Mile East
F22	CAOG11000209743	1/4 - 1/2 Mile North
C23	CAOG11000209719	1/4 - 1/2 Mile NNW
E24	CAOG11000202248	1/4 - 1/2 Mile East
E25	CAOG11000209999	1/4 - 1/2 Mile East
D26	CAOG11000209724	1/4 - 1/2 Mile North
D27	CAOG11000209970	1/4 - 1/2 Mile North
D28	CAOG11000209980	1/4 - 1/2 Mile North
C29	CAOG11000209993	1/4 - 1/2 Mile NNW
E30	CAOG11000209712	1/4 - 1/2 Mile East
D31	CAOG11000209972	1/4 - 1/2 Mile NNW
E32	CAOG11000202247	1/4 - 1/2 Mile East
E33	CAOG11000209710	1/4 - 1/2 Mile East
D34	CAOG11000209969	1/4 - 1/2 Mile NNW
E35	CAOG11000209711	1/4 - 1/2 Mile East
G36	CAOG11000209983	1/4 - 1/2 Mile NNW
E37	CAOG11000209713	1/4 - 1/2 Mile East
F38	CAOG11000209968	1/4 - 1/2 Mile North
G39	CAOG11000209986	1/4 - 1/2 Mile NNW
G40	CAOG11000209973	1/4 - 1/2 Mile NNW
D41	CAOG11000209966	1/4 - 1/2 Mile NNW
G42	CAOG11000209988	1/4 - 1/2 Mile NNW
H43	CAOG11000206331	1/4 - 1/2 Mile ESE
I44	CAOG11000208215	1/4 - 1/2 Mile East
I45	CAOG11000202246	1/4 - 1/2 Mile East
I46	CAOG11000210006	1/4 - 1/2 Mile East
G47	CAOG11000209971	1/4 - 1/2 Mile NNW
I48	CAOG11000213959	1/4 - 1/2 Mile East
H49	CAOG11000206341	1/4 - 1/2 Mile ESE
H50	CAOG11000206332	1/4 - 1/2 Mile ESE
H51	CAOG11000206342	1/4 - 1/2 Mile ESE
J52	CAOG11000209991	1/4 - 1/2 Mile ESE
K53	CAOG11000215022	1/2 - 1 Mile SE
K54	CAOG11000209748	1/2 - 1 Mile SE
L55	CAOG11000209741	1/2 - 1 Mile ESE
56	CAOG11000205079	1/2 - 1 Mile East
J57	CAOG11000209990	1/2 - 1 Mile ESE
K58	CAOG11000209987	1/2 - 1 Mile ESE
L59	CAOG11000209989	1/2 - 1 Mile ESE
M60	CAOG11000209746	1/2 - 1 Mile ESE
N61	CAOG11000210007	1/2 - 1 Mile ESE
N62	CAOG11000210008	1/2 - 1 Mile ESE
N63	CAOG11000209709	1/2 - 1 Mile ESE
M64	CAOG11000200759	1/2 - 1 Mile ESE
M65	CAOG11000209738	1/2 - 1 Mile ESE
N66	CAOG11000209742	1/2 - 1 Mile ESE
O67	CAOG11000200752	1/2 - 1 Mile ESE
68	CAOG11000204909	1/2 - 1 Mile North

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
O69	CAOG11000209739	1/2 - 1 Mile SE
70	CAOG11000205055	1/2 - 1 Mile SE
O71	CAOG11000201103	1/2 - 1 Mile ESE
P72	CAOG11000214360	1/2 - 1 Mile ESE
P73	CAOG11000200750	1/2 - 1 Mile ESE
P74	CAOG11000209732	1/2 - 1 Mile ESE
P75	CAOG11000209721	1/2 - 1 Mile ESE
76	CAOG11000209720	1/2 - 1 Mile ENE
P77	CAOG11000209737	1/2 - 1 Mile ESE
P79	CAOG11000214853	1/2 - 1 Mile ESE
P78	CAOG11000214852	1/2 - 1 Mile ESE
P80	CAOG11000209734	1/2 - 1 Mile ESE
P81	CAOG11000209733	1/2 - 1 Mile ESE
82	CAOG11000204906	1/2 - 1 Mile NE
Q83	CAOG11000209735	1/2 - 1 Mile ESE
84	CAOG11000209978	1/2 - 1 Mile ESE
Q85	CAOG11000205237	1/2 - 1 Mile ESE
Q86	CAOG11000209736	1/2 - 1 Mile ESE
Q87	CAOG11000209731	1/2 - 1 Mile ESE
R88	CAOG11000209722	1/2 - 1 Mile SE
R89	CAOG11000209723	1/2 - 1 Mile SE
R90	CAOG11000209740	1/2 - 1 Mile SE
R91	CAOG11000209745	1/2 - 1 Mile SE
92	CAOG11000213967	1/2 - 1 Mile South
93	CAOG11000209730	1/2 - 1 Mile ESE

PHYSICAL SETTING SOURCE MAP - 5328772.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Inglewood Transit Interconnector	CLIENT:	GeoSyntec
ADDRESS:	Manchester Blvd/Prairie Ave Inglewood CA 90301	CONTACT:	Mital Desai
		INQUIRY #:	5328772.2s
LAT/LONG:	33.95979 / 118.344019	DATE:	June 11, 2018 7:19 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
ESE **FED USGS** **USGS40000158925**
1/4 - 1/2 Mile
Lower

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-345730118201001		
Monloc name:	002S014W34C002S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18070104	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9583471
Longitude:	-118.3370195	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	Not Reported
Vert measure units:	Not Reported	Vertacc measure val:	Not Reported
Vert accmeasure units:	Not Reported		
Vertcollection method:	Not Reported		
Vert coord refsys:	Not Reported	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	835
Welldepth units:	ft	Wellholedepth:	835
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

A2
NW **CA WELLS** **2986**
1/2 - 1 Mile
Higher

Water System Information:

Prime Station Code:	02S/14W-28E01 S	User ID:	MET
FRDS Number:	1910051005	County:	Los Angeles
District Number:	15	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	335800.0 1182100.0	Precision:	Undefined
Source Name:	WELL 23 - DESTROYED		
System Number:	1910051		
System Name:	INGLEWOOD- CITY, WATER DEPT.		
Organization That Operates System:			
	ONE MANCHESTER BLVD		
	INGLEWOOD, CA 90301		
Pop Served:	110000	Connections:	14721
Area Served:	INGLEWOOD CITY		

A3
NW **CA WELLS** **2987**
1/2 - 1 Mile
Higher

Water System Information:

Prime Station Code:	02S/14W-28F01 S	User ID:	MET
FRDS Number:	1910051006	County:	Los Angeles
District Number:	15	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	335800.0 1182100.0	Precision:	Undefined
Source Name:	WELL 25 - DESTROYED		
System Number:	1910051		
System Name:	INGLEWOOD- CITY, WATER DEPT.		
Organization That Operates System:			
	ONE MANCHESTER BLVD		
	INGLEWOOD, CA 90301		
Pop Served:	110000	Connections:	14721
Area Served:	INGLEWOOD CITY		

A4
NW
1/2 - 1 Mile
Higher

CA WELLS **2988**

Water System Information:

Prime Station Code:	02S/14W-28M01 S	User ID:	MET
FRDS Number:	1910051007	County:	Los Angeles
District Number:	15	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	335800.0 1182100.0	Precision:	Undefined
Source Name:	WELL 26 - DESTROYED		
System Number:	1910051		
System Name:	INGLEWOOD- CITY, WATER DEPT.		
Organization That Operates System:			
	ONE MANCHESTER BLVD		
	INGLEWOOD, CA 90301		
Pop Served:	110000	Connections:	14721
Area Served:	INGLEWOOD CITY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
North
0 - 1/8 Mile

OIL_GAS **CAOG11000209982**

District nun:	1	Api number:	03714116
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Graham-Loftus Oil Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Blinn	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209982		

2
SSW
0 - 1/8 Mile

OIL_GAS **CAOG11000204825**

District nun:	1	Api number:	03705654
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Midland Petro. Co.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	33
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Peterson	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204825		

A3
North
0 - 1/8 Mile

OIL_GAS **CAOG11000209975**

District nun:	1	Api number:	03714109
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Boulevard Oil Co., Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Boardman-Blanchard	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209975		

A4
NNW **OIL_GAS** **CAOG11000209726**
1/8 - 1/4 Mile

District nun:	1	Api number:	03713671
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inglewood Comm.	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209726		

B5
North **OIL_GAS** **CAOG11000209715**
1/8 - 1/4 Mile

District nun:	1	Api number:	03713660
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Transwestern	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209715		

B6
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209974**

District nun:	1	Api number:	03714108
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	G. L. Bergman		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209974		

B7
NNW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209976**

District nun:	1	Api number:	03714110
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Calstar Petroleum Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209976		

Map ID
Direction
Distance

Database EDR ID Number

B8
NNW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209725**

District nun:	1	Api number:	03713670
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Globe	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209725		

B9
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209744**

District nun:	1	Api number:	03713689
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Prairie	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209744		

B10
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209750**

District nun:	1	Api number:	03713695
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	York Oil Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inglewood	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209750		

11
West **OIL_GAS** **CAOG11000209749**
1/8 - 1/4 Mile

District nun:	1	Api number:	03713694
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	John A. Woodward, Jr.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Thornton	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209749		

C12
NW **OIL_GAS** **CAOG11000209996**
1/8 - 1/4 Mile

District nun:	1	Api number:	03714130
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Lyon & Bassett		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Lyon & Bassett	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209996		

C13
NW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209998**

District nun:	1	Api number:	03714132
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Edwin A. McKanna		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209998		

C14
NNW
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209997**

District nun:	1	Api number:	03714131
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	McAdams Oil Syndicate		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Mcadams	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209997		

Map ID
Direction
Distance

Database EDR ID Number

B15
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209981**

District nun:	1	Api number:	03714115
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	P	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209981		

B16
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209718**

District nun:	1	Api number:	03713663
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Scott Brothers Well Drilling Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209718		

B17
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000209984**

District nun:	1	Api number:	03714118
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	H. J. Hanna		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209984		

D18
NNW **OIL_GAS** **CAOG11000209985**
1/8 - 1/4 Mile

District nun:	1	Api number:	03714119
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	P. F. Harbrecht		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Rawco	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209985		

D19
NNW **OIL_GAS** **CAOG11000209967**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714101
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Hassen	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209967		

C20
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209992**

District nun:	1	Api number:	03714126
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Neace	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209992		

E21
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000210005**

District nun:	1	Api number:	03714147
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210005		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

F22
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209743**

District nun:	1	Api number:	03713688
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Prairie	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209743		

C23
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209719**

District nun:	1	Api number:	03713664
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	A
Operator name:	Suse Seeburg		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000209719		

E24
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000202248**

District nun:	1	Api number:	03702090
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	20
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000202248		

E25
East **OIL_GAS** **CAOG11000209999**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714133
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cemetery	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209999		

D26
North **OIL_GAS** **CAOG11000209724**
1/4 - 1/2 Mile

District nun:	1	Api number:	03713669
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Gascho	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209724		

D27
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209970**

District nun:	1	Api number:	03714104
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Fee	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209970		

D28
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209980**

District nun:	1	Api number:	03714114
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	P	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209980		

Map ID
Direction
Distance

Database EDR ID Number

C29
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209993**

District nun:	1	Api number:	03714127
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Inter-Coast Oil & Transport Co. Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inter-Coast Oil Co. G.P.	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209993		

E30
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209712**

District nun:	1	Api number:	03713654
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	18
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209712		

D31
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209972**

District nun:	1	Api number:	03714106
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Inglewood	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209972		

E32
East **OIL_GAS** **CAOG11000202247**
1/4 - 1/2 Mile

District nun:	1	Api number:	03702089
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000202247		

E33
East **OIL_GAS** **CAOG11000209710**
1/4 - 1/2 Mile

District nun:	1	Api number:	03713652
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	16
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209710		

D34
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209969**

District nun:	1	Api number:	03714103
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Fee	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209969		

E35
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209711**

District nun:	1	Api number:	03713653
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209711		

Map ID
Direction
Distance

Database EDR ID Number

G36
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209983**

District nun:	1	Api number:	03714117
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Hugh Grant (Robert Bromberg, Trustee)		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209983		

E37
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209713**

District nun:	1	Api number:	03713655
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	19
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209713		

F38
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209968**

District nun:	1	Api number:	03714102
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Fee	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209968		

G39
NNW **OIL_GAS** **CAOG11000209986**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714120
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Heltur Oil Co., Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209986		

G40
NNW **OIL_GAS** **CAOG11000209973**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714107
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Sloan	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209973		

D41
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209966**

District nun:	1	Api number:	03714100
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Argo Oil Co.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Argo	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209966		

G42
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209988**

District nun:	1	Api number:	03714122
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	G. E. Hutchinson & Assoc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209988		

Map ID
Direction
Distance

Database EDR ID Number

H43
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206331**

District nun:	1	Api number:	03708251
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206331		

I44
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000208215**

District nun:	1	Api number:	03710656
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000208215		

I45
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000202246**

District nun:	1	Api number:	03702088
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000202246		

I46
East **OIL_GAS** **CAOG11000210006**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714148
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210006		

G47
NNW **OIL_GAS** **CAOG11000209971**
1/4 - 1/2 Mile

District nun:	1	Api number:	03714105
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Beloil Corporation, Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Grant Inglewood	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209971		

I48
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000213959**

District nun:	1	Api number:	03719655
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cementery	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000213959		

H49
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206341**

District nun:	1	Api number:	03708270
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206341		

Map ID
Direction
Distance

Database EDR ID Number

H50
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206332**

District nun:	1	Api number:	03708252
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206332		

H51
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000206342**

District nun:	1	Api number:	03708271
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000206342		

J52
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000209991**

District nun:	1	Api number:	03714125
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209991		

K53
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000215022**

District nun:	1	Api number:	03722895
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Vortex Energy & Mnrls. Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Turf	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000215022		

K54
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209748**

District nun:	1	Api number:	03713693
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Vortex Energy & Mnrls. Ltd.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Turf	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	9335		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209748		

L55
ESE **OIL_GAS** **CAOG11000209741**
1/2 - 1 Mile

District nun:	1	Api number:	03713686
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209741		

56
East **OIL_GAS** **CAOG11000205079**
1/2 - 1 Mile

District nun:	1	Api number:	03706036
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Crown Central Petroleum Corp.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress Heights	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205079		

Map ID
Direction
Distance

Database EDR ID Number

J57
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209990**

District nun:	1	Api number:	03714124
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209990		

K58
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209987**

District nun:	1	Api number:	03714121
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Hollywood Turf Club		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pacific Southwest	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209987		

L59
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209989**

District nun:	1	Api number:	03714123
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	ExxonMobil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209989		

M60
ESE **OIL_GAS** **CAOG11000209746**
1/2 - 1 Mile

District nun:	1	Api number:	03713691
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Turf Club	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209746		

N61
ESE **OIL_GAS** **CAOG11000210007**
1/2 - 1 Mile

District nun:	1	Api number:	03714149
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210007		

N62
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000210008**

District nun:	1	Api number:	03714150
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000210008		

N63
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209709**

District nun:	1	Api number:	03713651
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Mobil Oil Corporation		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209709		

Map ID
Direction
Distance

Database EDR ID Number

M64
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000200759**

District nun:	1	Api number:	03700339
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000200759		

M65
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209738**

District nun:	1	Api number:	03713683
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209738		

N66
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209742**

District nun:	1	Api number:	03713687
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potrero	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209742		

O67
ESE **OIL_GAS** **CAOG11000200752**
1/2 - 1 Mile

District nun:	1	Api number:	03700270
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000200752		

68
North **OIL_GAS** **CAOG11000204909**
1/2 - 1 Mile

District nun:	1	Api number:	03705767
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Petroleum Securities Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	28
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Parent	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204909		

O69
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209739**

District nun:	1	Api number:	03713684
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209739		

70
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000205055**

District nun:	1	Api number:	03705990
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Potter & Smith	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205055		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

O71
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000201103**

District nun:	1	Api number:	03701154
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000201103		

P72
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000214360**

District nun:	1	Api number:	03721399
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	16
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214360		

P73
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000200750**

District nun:	1	Api number:	03700268
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000200750		

P74
ESE **OIL_GAS** **CAOG11000209732**
1/2 - 1 Mile

District nun:	1	Api number:	03713677
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209732		

P75
ESE **OIL_GAS** **CAOG11000209721**
1/2 - 1 Mile

District nun:	1	Api number:	03713666
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Hardy Community	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209721		

76
ENE **OIL_GAS** **CAOG11000209720**
1/2 - 1 Mile

District nun:	1	Api number:	03713665
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Farrell	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000209720		

P77
ESE **OIL_GAS** **CAOG11000209737**
1/2 - 1 Mile

District nun:	1	Api number:	03713682
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209737		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

P79
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000214853**

District nun:	1	Api number:	03722239
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWF
Site id:	CAOG11000214853		

P78
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000214852**

District nun:	1	Api number:	03722239
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWF
Site id:	CAOG11000214852		

P80
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209734**

District nun:	1	Api number:	03713679
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209734		

P81
ESE **OIL_GAS** **CAOG11000209733**
1/2 - 1 Mile

District nun:	1	Api number:	03713678
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209733		

82
NE **OIL_GAS** **CAOG11000204906**
1/2 - 1 Mile

District nun:	1	Api number:	03705763
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Petroleum Securities Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	27
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Connolly	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204906		

Q83
ESE **OIL_GAS** **CAOG11000209735**
1/2 - 1 Mile

District nun:	1	Api number:	03713680
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209735		

84
ESE **OIL_GAS** **CAOG11000209978**
1/2 - 1 Mile

District nun:	1	Api number:	03714112
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Cypress Petroleum Co. of Calif.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Dekoch	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000209978		

Map ID
Direction
Distance

Database EDR ID Number

Q85
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000205237**

District nun:	1	Api number:	03706294
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000205237		

Q86
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209736**

District nun:	1	Api number:	03713681
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209736		

Q87
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209731**

District nun:	1	Api number:	03713676
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209731		

R88
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209722**

District nun:	1	Api number:	03713667
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Hardy Community	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209722		

R89
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209723**

District nun:	1	Api number:	03713668
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Hardy Community	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000209723		

R90
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209740**

District nun:	1	Api number:	03713685
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pacific Southwest	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209740		

R91
SE
1/2 - 1 Mile

OIL_GAS **CAOG11000209745**

District nun:	1	Api number:	03713690
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Turf	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000209745		

Map ID
Direction
Distance

Database EDR ID Number

92
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213967**

District nun:	1	Api number:	03720016
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Union Oil Company of California		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Lennox E.H.	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000213967		

93
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000209730**

District nun:	1	Api number:	03713675
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Potrero (ABD)
Area name:	East	Section:	34
Township:	02S	Range:	14W
Base meridian:	SB	Elevation:	Not Reported
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Cypress	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000209730		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90301	3	1

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX 4.8.2

Hazards and Hazardous Materials

Geosyntec consultants

64 N. Raymond Avenue, Suite 200
Pasadena, CA 91103
PH 626.449.0664
FAX 626.449.0411
www.geosyntec.com

3 July 2018

John Thomason
Senior Project Manager
Meridian Consultants
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Subject: **Inglewood Transit Connector**
Hazardous Material Assessment and Hazard and Hazardous Materials Technical Memorandum

Dear Mr. Thomason:

Geosyntec Consultants (Geosyntec) has prepared *Hazardous Material Assessment* and *Hazard and Hazardous Materials* technical memorandums at your request for the above referenced project and are being delivered as attachment to this letter.

Should you have any questions or need additional information please do not hesitate to contact Mital Desai (mdesai@geosyntec.com) at (626)788-4634.

Sincerely,

Mital Desai
Senior Professional

Jane M. Besch

Jane Besch
Principal

Attachment A: Hazardous Material Assessment
Attachment B: Hazard and Hazardous Materials

ATTACHMENT B
Hazard and Hazardous Materials

Geosyntec consultants

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Inglewood Transit Connector
Technical Memorandum
Hazards and Hazardous Materials

1. INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) understands that the City of Inglewood (City) is planning the development of an automated people mover (APM) system (approximately 1.8-mile-long) connecting the Los Angeles Metro Crenshaw/LAX light-rail line to the mixed-use development at Los Angeles Stadium and Entertainment District at Hollywood Park (LASED) via the Market Street and Manchester Blvd in the City of Inglewood (referred as Project). The Project includes rail alignment and associated five Interconnector Stations (ICS), and five potential Intermodal Transit Facilities (ITF)/Maintenance and Storage Facilities (MSF) locations. Geosyntec has prepared this Hazard and Hazardous Materials Technical Memorandum (Report) which includes a description of the Project-related environmental setting, regulatory framework, significance criteria, and potential environmental impacts associated with Hazards and Hazardous Materials to be included in the Initial Study.

2. PROJECT DESCRIPTION

The proposed rail alignment and the ICS will be located within the public right-of-way (ROW) along the South Market Street (starting at Market Street North Connection with the Metro Crenshaw Line), West Manchester Boulevard, and North Prairie Avenue (terminates at West Century Boulevard at the LASED as shown in Figure 1). The entire rail alignment and the ICS are expected to be elevated. In addition, five sites (Site 1 through Site 5) along the alignment are currently proposed for the use as ITF and MSF as also shown in Figure 1. The area encompassing the rail alignment (including ICS) and the five sites proposed for the use of ITF and MSF are collectively referred as Project Site.

3. ENVIRONMENTAL SETTING

A Hazardous Material Assessment (HMA) was prepared by Geosyntec for the Project Site [Geosyntec, 2018]. The goal of the HMA was limited to a desk-top review of electronic and readily- available government and regulatory agency database to identify potential subsurface (in soil and/or groundwater) environmental impacts occurring from a past, current, or potential future release of hazardous substances and/or petroleum products at the Project Site (referred as “Environmental Impact”). The pertinent findings (described in detail in HMA and not repeated herein) were:

- The rail road alignment is proposed within the public ROW and was not found in any databases.
- The ITF/MSF sites are proposed on commercial properties that were found in databases that indicates their use (historical or current) as gas stations, dry cleaners, parking lots etc. and for use/storage/management of hazardous materials in various quantities. Due to the nature of the activities that occur at these facilities/businesses, there is a potential for Environmental Impact at these sites which should be evaluated/addressed in accordance with industry standards and applicable regulations upon final determination of ITF/MSF locations.
- In addition, a portion of the Project Site also falls within the Potrero Oil and Gas Field which could have potential issues related to oil and gas field such as methane, hydrogen sulfide, leaking wells, wells not abandoned to current standards, other contaminants etc. Such issues should be evaluated/addressed in accordance with industry standards and applicable regulations.

4. REGULATORY FRAMEWORK

The section identifies the local, state and federal statutes that govern the production, storage and transport of hazardous materials.

4.1 Federal

The Resource Conservation and Recovery Act (RCRA)[1] RCRA is the principal law that regulates the generation, transportation, treatment, storage and disposal of hazardous waste. RCRA regulation framework provides management of hazardous substances from the time of generation to the point of disposal.

The Emergency Planning and Community Right-to-Know Act (EPCRA) improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans. EPCRA also established reporting obligations for facilities that store or manage specified chemicals.

According to the Department of Transport (DOT) Hazardous Materials Transportation Act[2], DOT, in conjunction with U.S. EPA, is responsible for enforcement and implementation of federal laws pertaining to safe storage and transportation of hazardous material.

The Occupational Safety and Health Administration (OSHA) provision as set forth in 29 Code of Federal Regulations (CFR) § 1910 contains provisions for safety of the general industry

[1] 42 United States Code (USC) § 6901-6992(k).
[2] 49 USC 5101

workers with respect to hazardous material handling. The OHSA provisions set forth in 29 CFR §1926 contains provisions for safety for construction with respect to hazardous material handling.

4.2 State

In California, the California Code of Regulations (CCR) Title 22 defines, categorizes and lists hazardous materials and wastes, and Title 23 addresses public health and safety issues related to hazardous materials and wastes and specifies disposal options. The Hazardous Waste Control Law of 1972[3] established the California Hazardous Waste Control Program in California.

The Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA protects and improves the health and safety of workers as set forth in CCR, Title 8.

Cal-EPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The program addresses the following six programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plan);
- California Accidental Release Prevention (CalARP) Program;
- Underground Storage Tank (UST) Program;
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasures (SPCC) Plans;
- Hazardous Waste Generators and On-Site Hazardous Waste Treatment (tiered permitting) Programs; and
- California Uniform Fire Code (UFC): Hazardous Materials Management Plans and Hazardous Materials Inventory Statements.

The Unified Program is implemented at the local level by a local agency: the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the above six program elements within its jurisdiction. Los Angeles County, Fire Department (LACFD) is the CUPA for the Project Site.

California regulates USTs pursuant to California Health and Safety Code, Division 20, Chapter 6.7 and CCR Title 23, Division 3, Chapter 16 and 18. Oversight of the statewide UST program is assigned to the State Water Resources Control Board and typically on the local level, to the fire department. The LACFD administers and enforces federal and state laws and local ordinances for USTs at the Project Site.

[3] California Health and Safety Code § 25100.

In the State of California, hazardous materials sites are consolidated in "CORTESE" list by various state agencies pursuant to the Government Code Section 65962.5 which includes the following lists:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database;
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Order (CAO) from Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

The databases referenced above identify facilities with suspected and confirmed releases of hazardous materials to soil and/or groundwater.

4.3 Regional and Local

Various regional agencies enforce federal and state regulations in the Project area, including South Coast Air Quality Management District (SCAQMD) and Los Angeles Regional Water Quality Control Board (LARWQCB). The SCAQMD regulates air quality and sets control for the emission of VOCs in Rule 1166, toxic air contaminants in Rule 1466, nuisance in Rule 403 and fugitive dust in Rule 403. The LARWQCB regulates unauthorized release that may result in pollution of regional water bodies. LACFD oversees tank monitoring, installation, removal and site mitigation. The federal government and the State require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to submit a business plan to their local CUPA. The LACFD requires preparation, submittal and implementation of a business plan on a yearly basis if a business uses, stores, or manufactures a hazardous material in any amount. The business plan should require an inventory of the hazardous materials and set forth emergency response plans and procedures to be used in an event of significant or threatened significant release of a hazardous substance.

5. SIGNIFICANCE CRITERIA

Potential impacts of hazards and hazardous material on the public and environment were evaluated based on the known existing potentially hazardous materials used/stored at the Site or are expected to be used/stored at the Site during construction and operation. Criteria for determining the significance of impacts related to the hazards and hazardous materials are based

upon criteria contained in the California Environmental Quality Act (CEQA) Guidelines Appendix G Checklist and are as follows:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

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

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

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

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

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

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

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

These criteria are discussed in the following sections.

6. POTENTIAL ENVIRONMENTAL IMPACTS

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

The Project may involve the following activities and/or use of hazardous substances during construction that may adversely impact the environment, and/or construction workers and off-Site receptors:

- The existing buildings will be demolished for the construction of MSF. This has potential to contain hazardous materials such as asbestos containing material (ACM), lead-based paint and other potentially hazardous building materials in some form as part of the building materials, such as PCBs, mercury, or chlorofluorocarbons (CFCs) in fluorescent lighting and electrical switches. The demolition of the structures, and subsequent removal and disposal of potential hazardous materials, has the potential to release these hazardous materials into the environment and may expose members of the public in the vicinity of the demolition activities. However, by complying with applicable regulations, impacts would be less than significant.

- Excavation of soil impacted with petroleum hydrocarbons or dry-cleaning solvents or other contaminants may be encountered during construction activities at the Site. The on-Site construction workers and off-Site receptors may be exposed to such impacted soil via direct contact and/or indirect exposures during excavation/grading, loading and transportation. However, by complying with applicable regulations, impacts would be less than significant.

- Use of common construction materials such as fuels, paints, cleaners, solvents, and welding materials are also expected during construction. An accidental spill of such materials may impact the environment, on-Site construction workers and possibly off-Site receptors. The construction contractor shall develop a Spill Prevention and Control Plan (SPCC) in accordance with all applicable local, state and federal regulations to minimize the potential for and effects from spills of hazardous, toxic or petroleum substances during construction activities and therefore, such impacts would be less than significant.

The proposed Project will include MSF that is expected to use/store bulk quantities of hazardous materials such as fuel (potentially in underground storage tanks [USTs]), solvents, oil, transmission fluid, paints and other chemicals needed for maintenance and service during Project operation. Such materials should be stored and handled in accordance with all applicable local, state and federal regulation including but not limited to the requirement of the Unified Program such as implementation of Risk Management Plan (RMP), Hazardous Material Business Plan (HMBP) and Emergency Response Plan (ERP). Consequently, the Project operations would result in a less than significant hazardous material impact due to transport, use or disposal of hazardous material.

6.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

An accidental spill of common construction materials such as fuels, paints, cleaners, solvents, and welding materials may impact the environment. However, by complying with existing regulations governing the storage and handling of such chemicals, impacts would be less than significant.

In addition, the MSF is expected to use/store bulk quantities of hazardous materials such as fuel, solvents, oil, transmission fluid, paints and other chemicals that would have the potential to be released into the environment if not properly handled and stored. However, by complying with existing regulations governing the storage and handling of such chemicals, impacts would be less than significant.

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

Preschools, schools and daycare centers are considered sensitive receptors for hazardous material issues because children are more susceptible than adults to the effect of many hazardous materials. There are multiple schools, child development centers located within approximately 0.25 miles of the Project Site. However, by complying with existing regulations governing the storage and handling of such chemicals, impacts would be less than significant.

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

Portions of the Project Site is known to be on the "HIST CORTESE" list but not on active "CORTESE" list of sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts related to hazardous materials sites is less than significant.

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

The closest airport is Los Angeles International Airport (LAX) and the Project Site is not located within LAX airport influence area. Therefore, the proposed Project would not place structures or additional persons within an airport land use plan, runway clear zone, or other airport-related hazard area. Therefore, impacts related to safety hazard associated with public airports would be less than significant.

6.6 For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area

The Project is not located within the vicinity of a private airstrip. Therefore, no impact related to safety hazards associated with private airstrips would occur.

6.7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency

An emergency response plan was not available for the City of Inglewood (City). However, the City has planned evacuation routes assuming "worst case" displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault as described in its General Plan, Safety Element (adopted July 1995). Prairie Avenue is one of the major arteries to be used for evacuation to the south and Manchester Boulevard to be used for evacuation to the east or west depending on rupture of Inglewood or Potrero fault.

A City department that responses to such a disaster was not known until the date of this report. During the permitting process with the City, access to the Project Site will be designed to provide access for emergency response vehicles to the satisfaction of the City. Consequently, the proposed Project will not impair implementation of or physically interfere with the City's emergency evacuation plan and will result in a less than significant impact.

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

Project Site is located in an urbanized developed area and is not within a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ) as designated by CAL FIRE. Therefore, no impact related to the exposure of people or structures to a risk of loss, injury, or death involving wildland fires would occur.

LIMITATIONS

The professional opinions and recommendations expressed in this Report are made in accordance with generally accepted standards of practice and were based largely on source information provided by others. No other warranty is either expressed or implied. Geosyntec is responsible for the findings contained in this Report based on the data available and information relating only to the specific Project and location discussed herein. Geosyntec is not responsible for use of the information contained in this Report for purposes other than those expressly stated in this Report, namely supporting the completion of the initial study checklist. Geosyntec is not responsible for any conclusions or recommendations made by others based upon the data or conclusions contained herein unless given the opportunity to review them and concur with them in writing.

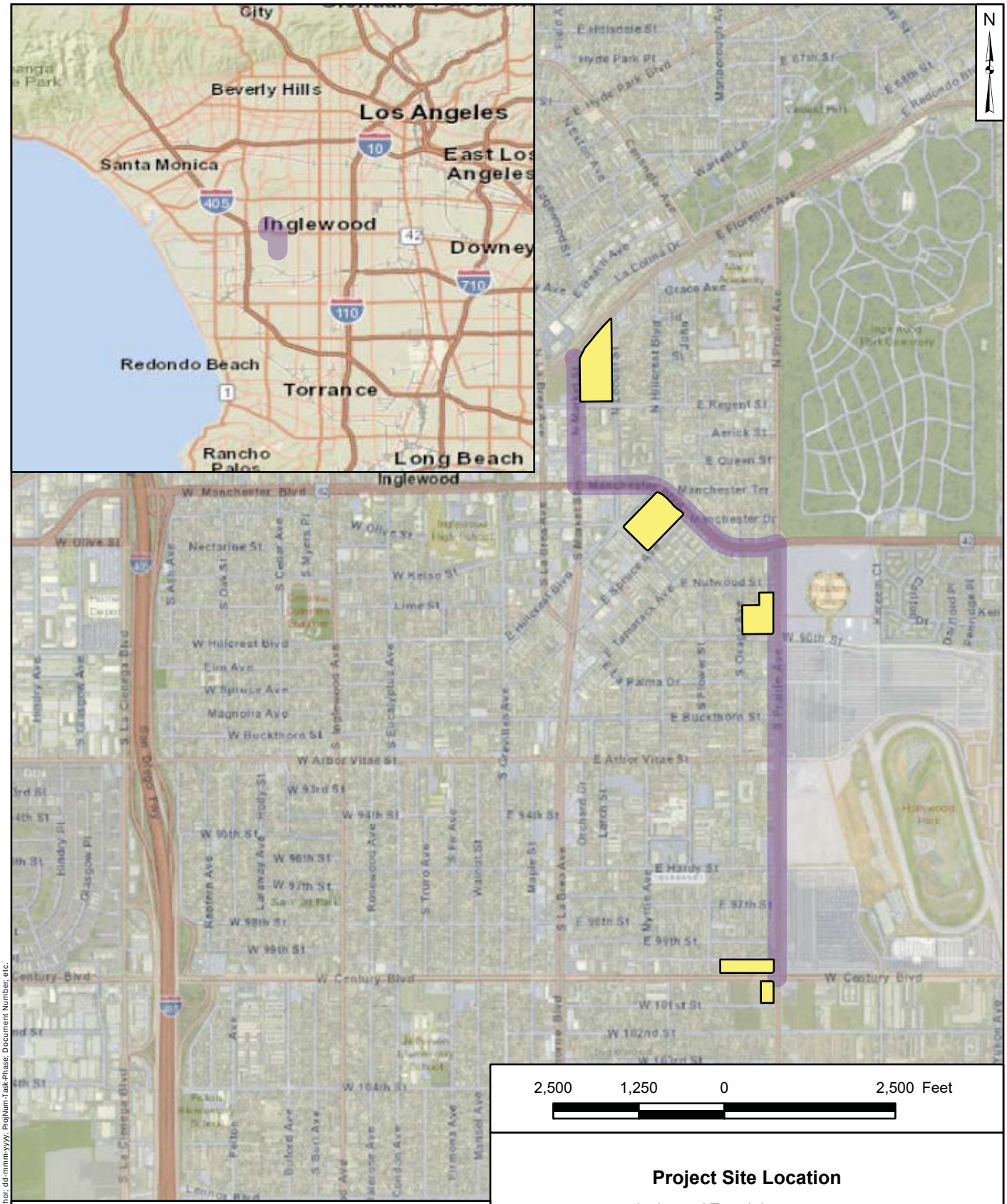
7. REFERENCES

Geosyntec Consultants, 2018 Hazardous Material Assessment, Inglewood Transit Connector. June.

City of Inglewood. 1995. Safety Element, Inglewood General Plan, Adopted July 1995.

Figure 1: Project Site Location

Figures



Legend

- Inglewood Transit Connection Alignment
- Proposed Maintenance and Storage Facility Location

Notes:
The Inglewood Transit Connection consists of the curb-to-curb alignment along the route shown.

Project Site Location

Inglewood Transit Interconnector
Inglewood, California

Geosyntec consultants

Pasadena, California | JUNE 2018

Figure 1

P:\GIS\HPA1043\HPA1043.aprx; author; dd-mmm-yyyy; ProjNum-Task-Phase; Document Number; etc.

APPENDIX 4.9

Land Use

APPENDIX 4.9.1

Existing Land Use Setting for Parcels Adjacent to the APM System

Existing Land Use Setting for Parcels Adjacent to the APM System

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4015-021-044	409 GRACE AVE INGLEWOOD CA 90301	Commercial strip mall (Cuban Leak Cigar Lounge, KT Nails, First Stop Mini Mart, D'Menace Copies & Communications, Orleans & York Deli), surface parking	Downtown TOD	Downtown TOD	Limited Commercial (C-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Intersection-Adjacent 10'	Adjacent to pedestrian access for APM system	None
4015-026-039	260 N LOCUST ST INGLEWOOD CA 90301	Church (Holy Faith Episcopal Church, Slauson Learning Center)	Downtown TOD	Downtown TOD	Residential Limited Multi Family (R-3)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 10'	Adjacent to pedestrian access for APM system	None
4015-027-029	330 E FLORENCE AVE INGLEWOOD CA 90301	Vacant structure	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4015-027-030	310 E FLORENCE AVE INGLEWOOD CA 90301	Vacant structure, surface parking	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-032	254 N MARKET ST INGLEWOOD CA 90301	Commercial strip mall (Amar's Wholesale Flowers, House of Taco, Water 4 U, Red's Flavor Table Take-out), surface parking	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-031	300 E FLORENCE AVE INGLEWOOD CA 90301	Restaurant (Fiesta Martin Bar and Grill)	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-033	250 N MARKET ST INGLEWOOD CA 90301	Commercial strip mall (O'Reilly Auto Parts), surface parking	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to pedestrian access for APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
						6 stories or 80'				
4015-027-038	240 N MARKET ST INGLEWOOD CA 90301	Commercial strip mall (Advance America, Inglewood Beauty Supplies)	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-040	230 N MARKET ST INGLEWOOD CA 90301	Commercial strip mall (dd's Discounts)	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-041	224 N MARKET ST INGLEWOOD CA 90301	Commercial strip mall (GMD Store)	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-049	222 N MARKET ST	Commercial strip mall (CVS Pharmacy)	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116'	120,000 sf 80,000 sf 40,000 sf	Public Street 0'	Potential Location for	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301					8 stories or 104' 6 stories or 80'		Public Alley 0-2'	Support Facility	
4015-027-050	210 N MARKET ST INGLEWOOD CA 90301	Commercial strip mall (Randy's Donuts & Chinese Food, Baby Inks Arts N Crafts Studio, Simply Raw Boutique, Citifund Tax Financial & Notary)	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Potential Location for Support Facility	None
4015-027-035	236 N MARKET ST INGLEWOOD CA 90301	Surface parking for commercial strip mall	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to pedestrian access for APM system	None
4015-027-020	234 N MARKET ST INGLEWOOD CA 90301	Surface parking for commercial strip mall	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to Market Street APM Station; Potential	Direct impact: Pedestrian landings for Market Street APM Station

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
						6 stories or 80'			Location for Support Facility	would land in vicinity
4015-027-042	Address Not Available	Surface parking for commercial strip mall	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to Market Street APM Station; Potential Location for Support Facility	Direct impact: Pedestrian landings for Market Street APM Station would land in vicinity
4015-027-022	226 N MARKET ST INGLEWOOD CA 90301	Surface parking for commercial strip mall	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to Market Street APM Station; Potential Location for Support Facility	Direct impact: Pedestrian landings for Market Street APM Station would land in vicinity
4015-027-052	Address Not Available	Surface parking for commercial strip mall	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to Market Street APM Station; Potential Location for Support Facility	Direct impact: Pedestrian landings for Market Street APM Station would land in vicinity
4015-027-051	200 N MARKET ST	Surface parking for commercial	Downtown TOD	Downtown TOD	TOD Mixed Use 1	9 stories or 116'	120,000 sf 80,000 sf	Public Street 0'	Adjacent to Market	Direct impact: Pedestrian

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301	strip mall; vacant structure			(MU-1)	8 stories or 104' 6 stories or 80'	40,000 sf	Public Alley 0-2'	Street APM Station; Potential Location for Support Facility	landings for Market Street APM Station would land in vicinity
4015-028-013	237 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4015-028-014	223 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4015-028-015	221 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4015-028-016	219 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4015-028-017	213 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4015-028-018	205 N MARKET ST INGLEWOOD CA 90301	Surface parking lot	Downtown TOD	Downtown TOD	TOD Mixed Use 1 (MU-1)	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-012	158 N MARKET ST INGLEWOOD CA 90301	Broadway Federal Bank	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-006-027	150 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-006-028	140 N MARKET ST INGLEWOOD CA 90301	Vacant Land	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-015	134 N MARKET ST INGLEWOOD CA 90301	Los Angeles Bridge Unit	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-016	128 N MARKET ST INGLEWOOD CA 90301	Restaurant (Heart & Soul Grill)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-017	124 N MARKET ST INGLEWOOD CA 90301	2-story commercial building (Barber Shop)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-018	122 N MARKET ST INGLEWOOD CA 90301	Printing shop (The Creative House)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-007-019	118 N MARKET ST INGLEWOOD CA 90301	Clothing store (Inglewood Sports Two)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-020	110 N MARKET ST INGLEWOOD CA 90301	Restaurant (Stuff I Eat)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-007-024	100 N MARKET ST INGLEWOOD CA 90301	2-story mixed-use commercial building (Vajra Books and Gifts; residential second floor)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-008-001	157 N MARKET ST INGLEWOOD CA 90301	Commercial businesses (3H Beauty, In the Cut, Women of Color, Precious Hair Care, Creating Images 310, The Sammiche Shoppe)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-008-035	139 N MARKET ST	Vacant Land	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301							Public Alley 0-2'		
4021-008-003	135 N MARKET ST INGLEWOOD CA 90301	Clothing store (Fashion News)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-008-004	129 N MARKET ST INGLEWOOD CA 90301	Restaurant (MiddleBar)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-008-913	125 N MARKET ST INGLEWOOD CA 90301	Potentially vacant structure	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-008-006	115 N MARKET ST INGLEWOOD CA 90301	Fox Theater	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-008-912	101 N MARKET ST INGLEWOOD CA 90301	Commercial business (Martin's Watch Repair & Jeweler) first floor; potentially	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		residential second floor								
4021-010-010	300 E QUEEN ST INGLEWOOD CA 90301	Commercial businesses (Robert Pitts Estates, Sip & Sonder, David's School Uniform)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-011	116 S MARKET ST INGLEWOOD CA 90301	Commercial businesses (Highspot Dispensary, Watch & Cell Phone Repair, Inglewood's Finest Barber & Beauty Salon, Mama Sunshine's Treasures	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-012	128 S MARKET ST INGLEWOOD CA 90301	Commercial business (HandWrittenLA)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-013	132 S MARKET ST	Commercial business	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301	(Smoove Fashion World)						Public Alley 0-2'		
4021-010-901	Address Not Available	Surface parking lot	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-015	150 S MARKET ST INGLEWOOD CA 90301	2-story mixed-use commercial building (World Hat & Boot Mart)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	Direct impact; APM alignment would encroach on property, necessitating property acquisition
4021-009-037	110 S LA BREA AVE INGLEWOOD CA 90301	Commercial office building (including Family First Charter School) and surface parking lot	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-009-027	125 S MARKET ST INGLEWOOD CA 90301	1-story commercial building (Basket Beauty Supply)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-009-031	139 S MARKET ST INGLEWOOD CA 90301	2-story commercial building (Inglewood Marketplace, Ryu's Jewelry)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-009-017	149 S MARKET ST INGLEWOOD CA 90301	2-story mixed-use commercial building (Jamz Creamery, LAX Jewelry Co., The Last Hurrag Barber Shop, SirCris Salon)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-014-001	201 S MARKET ST INGLEWOOD CA 90301	Commercial businesses (Fashion Express, Emma's Snack Shop)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-013-019	302 E MANCHESTER BLVD INGLEWOOD CA 90301	2-story mixed-use commercial building (Cox Menswear, Sevens Fashion Wigs, Ward & Parish boutique, H & J Fashion, Confidence	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		First Medical Supplies, Chic and Curvy boutique)								
4021-013-018	320 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (T&T Pharmacy 2, Bank of America, vacant store), surface parking in rear	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-023	335 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (For Your Eyes Only Optical, All of Us Property Management)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-022	345 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial business (Children's Dentistry)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-010-021	355 E MANCHESTER BLVD INGLEWOOD CA 90301	Vacant structure	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-006-030	401 E MANCHESTER BLVD, RM 00105 INGLEWOOD CA 90301	Fast food restaurant (McDonald's), commercial strip mall (Remi Beauty Supply, T Mobile, American Deli, America's Best Contacts and Eyeglasses, Instant Print Inc), and restaurant (Flip It Café)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-012-002	400 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (Three Star Insurance, Ms. Ruby's Bakery, Ms. Kitty's Smoke Shop, Africa by the Yard Pacific Sound supply)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	Indirect impact; column placement in right-of-way may require building modification due to physical conflict
4021-012-001	420 E MANCHESTER BLVD	Commercial businesses (420 Manchester	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301	dispensary, E&J Seafood)								
4021-012-008	428 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (Kirk's Vacuums, Lazuor Hair Extensions, Muffen's Beauty Bar)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to APM system	None
4021-012-015	450 E MANCHESTER BLVD INGLEWOOD CA 90301	Fast food restaurant (Bruno's Burgers)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to tertiary APM track for MSF	Direct impact: tertiary APM track for MSF would conflict with property, necessitating an acquisition
4021-012-010	431 E HILLCREST BLVD INGLEWOOD CA 90301	McCormick Ambulance	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None
4021-012-011	421 E HILLCREST BLVD INGLEWOOD CA 90301	Commercial businesses (Optometrist: West Inglewood Eye	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		Care, Virgo Eighty Five, Kali Squeeze)								
4021-012-014	401 E HILLCREST BLVD INGLEWOOD CA 90301	Commercial business (New Wave Property)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None
4021-012-007	401 E HILLCREST BLVD INGLEWOOD CA 90301	Commercial businesses (Emerald Chateau Beauty Salon, JJ's Bistro)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None
4021-013-008	333 E NUTWOOD ST INGLEWOOD CA 90301	1-story commercial professional building (Anphon Community Clinic)	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None
4021-016-015	338 E NUTWOOD ST INGLEWOOD CA 90301	Gynecology office	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None
4021-023-001	336 E HILLCREST	Commercial office building	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0'	Adjacent to MSF	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	BLVD INGLEWOOD CA 90301							Public Alley 0-2'		
4021-023-011	331 E SPRUCE AVE INGLEWOOD CA 90301	Tender Care Inc Child Development Center	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Adjacent to MSF	None
4021-024-015	500 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial shopping center (Vons, Planet Fitness), gas station, and surface parking lot	Downtown TOD	Downtown TOD	Historic Core	5 stories or 68'	None	Public Street 0' Public Alley 0-2'	Proposed Location for MSF	Direct impact: property acquisition and demolition necessary
4021-005-013	501 MANCHESTER TER INGLEWOOD CA 90301	Commercial business (Airport Gas station and mini mart)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement may necessitate property take to widen right-of-way
4021-025-001	511 E MANCHESTER BLVD INGLEWOOD CA 90301	Hillcrest Medical Clinic	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped		

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
								buffers along a street.		
4021-025-026	521 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (H&R Block, electronics repair, vacant)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-025-025	521 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial business (Oasis Beauty Mall)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement may necessitate property take to widen right-of-way
4021-025-017	529 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial business (Signature Graphics & Mailing)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement may necessitate property take to widen right-of-way

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-029-009	336 E SPRUCE AVE INGLEWOOD CA 90301	Wilder Preparatory Academy Charter School	Commercial /Residential		Residential Multiple Family (R-3)	3 stories or 40'	1,400 sf/du for lots <12,000 sf and 80 ft. width; 1,100 sf/du for lots >12,000 sf and 80 ft. width	Front yard >20% of depth of lot, <20 feet	Adjacent to MSF	None
4021-028-125, -126, -127, -128, -129, -130, -131, -132, -133, -134	430 E SPRUCE AVE INGLEWOOD CA 90301	Multifamily residential condominiums	Commercial /Residential		Parking (P-1); General Commercial (C-2)	3 stories or 40' (P-1); 6 stories or 75' (C-2)	1,400 sf/du for lots <12,000 sf and 80 ft. width; 1,100 sf/du for lots >12,000 sf and 80 ft. width (P-1); None for C-2	Front yard >20% of depth of lot, <20 feet (P-1); For C-2, no setback is required, except if necessary, to provide landscaped buffers along a street	Adjacent to MSF	None
4021-028-173, -174, -175, -176, -177, -178, -179, -180, -181, -182	436 E SPRUCE AVE INGLEWOOD CA 90301	Multifamily residential condominiums	Commercial /Residential		Parking (P-1); General Commercial (C-2)	3 stories or 40' (P-1); 6 stories or 75' (C-2)	1,400 sf/du for lots <12,000 sf and 80 ft. width; 1,100 sf/du for lots	Front yard >20% of depth of lot, <20 feet (P-1); For C-2, no setback is required,	Adjacent to MSF	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
							>12,000 sf and 80 ft. width (P-1); None for C-2	except if necessary, to provide landscaped buffers along a street		
4021-028-237	604 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial business (Rent-A-Wheel Custom Wheels & Tires)	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to tertiary APM track for MSF	Direct impact: tertiary APM track for MSF would conflict with property, necessitating an acquisition
4021-028-024	614 E MANCHESTER BLVD INGLEWOOD CA 90301	RTJ Professional Building	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-028-025	656 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial offices (AADAP: People Need People, vacant,	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide	Adjacent to APM System	Indirect impact: column placement may

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		Pretty Hair Company)						landscaped buffers along a street.		necessitate property take to widen right-of-way
4021-028-026	660 E MANCHESTER BLVD INGLEWOOD CA 90301	Urban Scholar Academy, surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-035	601 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (vacant, Obar Insurance, The Way: The Church)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-003	622 MANCHESTER DR INGLEWOOD CA 90301	Single-family residential	Downtown TOD	Downtown TOD	Parking (P-1)	3 stories or 40' Underground parking located under	1,400 sf/du for lots <12,000 sf and 80 ft. width; 1,100 sf/du for lots >12,000 sf	Front yard >20% of depth of lot, <20 feet	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
							and 80 ft. width			
4021-027-015	Address Not Available	Vacant Land	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-014	709 E MANCHESTER BLVD INGLEWOOD CA 90301	Single-family residential	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-013	713 E MANCHESTER BLVD INGLEWOOD CA 90301	Single-family residential	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-027-012	Address Not Available	Vacant Land	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-011	315 S OSAGE AVE INGLEWOOD CA 90301	Single-family residential	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-041	700 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial businesses (Regal Cleaners, Martino's Liquor), surface parking	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-039	708 E MANCHESTER BLVD	Multifamily residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301							necessary, to provide landscaped buffers along a street.		
4021-036-040	712 E MANCHESTER BLVD INGLEWOOD CA 90301	A Bright Beginning, Inc. Child Development Center	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-004	716 E MANCHESTER BLVD INGLEWOOD CA 90301	Urban Scholar Academy, surface parking	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-005	720 E MANCHESTER BLVD INGLEWOOD CA 90301	Bell ante commercial office building (Bellante Realty, Myy Bar, Notary	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped	Adjacent to APM System	Potential Indirect impact: column placement may

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		Public, The Studio Kustomz, Sixth Avenue boutique)						buffers along a street.		necessitate property take to widen right-of-way
4021-027-038	801 E MANCHESTER BLVD INGLEWOOD CA 90301	Fast food restaurant (Ms. B's M&M Soul Food)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-028	811 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial business (Midas)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-027-027	815 E MANCHESTER BLVD INGLEWOOD CA 90301	Surface parking lot	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
								along a street.		
4021-027-036	831 E MANCHESTER BLVD INGLEWOOD CA 90301	Restaurant (Sizzler)	Downtown TOD	Downtown TOD	General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-062	802 E MANCHESTER BLVD INGLEWOOD CA 90301	Commercial business (Clean King Laundry) and surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-025	808 E MANCHESTER BLVD INGLEWOOD CA 90301	Dentistry office; multifamily residential in rear	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-036-026	814 E MANCHESTER BLVD INGLEWOOD CA 90301	Surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-027	816 E MANCHESTER BLVD INGLEWOOD CA 90301	Surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4021-036-049	401 S PRAIRIE AVE, NO 105 INGLEWOOD CA 90301	Commercial office building (Centinela Group) and surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Direct impact: two APM support columns would require placement on this parcel, necessitating an acquisition or easement; Potential Indirect impact:

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
										column placement at southeastern corner of parcel may necessitate property take to widen right-of-way
4012-031-930 ,-027, -929	720 E FLORENCE AVE INGLEWOOD CA 90301	Inglewood Park Cemetery Mortuary	Public/Semi -Public		Special Cemetery (S-1); Special Cemetery (S-2)	N/A	None	N/A	Adjacent to APM System	None
4025-001-002	3900 W MANCHESTE R BLVD INGLEWOOD CA 90305	The Forum and surface parking lot	Commercial /Residential ; Commercial /Recreation al		Commercial Recreation (C-R)	155' in height from natural grade	1 acre or 43,560 sq. ft.	40'; areas shall be used only for landscaping or landscaped parking areas and subterranea n parking.	Adjacent to APM System; Potential Location for Support Facility	Direct impact: proposed location of Traction Power Substation (TPSS) and pedestrian landings for Forum APM Station; column placement would necessitate property take

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
										to widen right-of-way
4021-037-001	503 S PRAIRIE AVE INGLEWOOD CA 90301	A Bright Beginning, Inc. Infant & Toddler Center	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential Indirect impact: column placement may necessitate property take to widen right-of-way
4021-037-903	517 S PRAIRIE AVE INGLEWOOD CA 90301	William H. Kelso Elementary School	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential Indirect impact: column placement may necessitate property take to widen right-of-way
4025-011-065	600 S PRAIRIE AVENUE INGLEWOOD CA 90301	Hollywood Park	Major Mixed-Use (General Plan "GP"); Interim Use (HPSP)	HPSP, Hollywood Park Specific Plan	HPSP, Hollywood Park Specific Plan Zone	N/A	N/A	30' front, 10' at interior entrance and 0' at HPSP interior	Adjacent to APM System	Direct impact: column placement would necessitate property take to widen right-of-way

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4025-011-086	Address Not Available	Hollywood Park	Major Mixed-Use (GP); Mixed-Use (HPSP)	HPSP, Hollywood Park Specific Plan	HPSP, Hollywood Park Specific Plan Zone	Hotel 150', Office 115', and Other Uses 75' above grade	None	30' front, 10' at interior entrance and 0' at HPSP interior	Adjacent to APM System	Direct impact: column placement would necessitate property take to widen right-of-way
4025-011-901	Address Not Available	Hollywood Park	Major Mixed-Use (GP); Civic (HPSP)	HPSP, Hollywood Park Specific Plan	HPSP, Hollywood Park Specific Plan Zone	Hotel 150', Office 115', and Other Uses 75' above grade	None	30' front, 10' at interior entrance and 0' at HPSP interior	Proposed Location for ITF	Direct impact: parcel would be utilized and adapted for ITF
4025-011-050	Address Not Available	Hollywood Park	Major Mixed-Use (GP); Civic (HPSP)	HPSP, Hollywood Park Specific Plan	HPSP, Hollywood Park Specific Plan Zone	Hotel 150', Office 115', and Other Uses 75' above grade	None	30' front, 10' at interior entrance and 0' at HPSP interior	Adjacent to APM System	None; parcel will be repurposed for roadway uses as part of Hollywood Park streetscape improvements
4025-011-090	Address Not Available	Hollywood Park	Major Mixed-Use (GP); Mixed-Use (HPSP)	HPSP, Hollywood Park Specific Plan	HPSP, Hollywood Park Specific Plan Zone	75' above grade	None	30' front, 10' at interior entrance and 0' at HPSP interior	Adjacent to APM System	Direct impact: column placement would necessitate property take

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
										to widen right-of-way
4025-011-076, 077	Address Not Available	Hollywood Park	Major Mixed-Use (GP); Mixed-Use (HPSP)	HPSP, Hollywood Park Specific Plan	HPSP, Hollywood Park Specific Plan Zone	75' above grade	None	40' front, 10' at interior entrance and 0' at HPSP interior	Adjacent to APM System	Direct impact: column placement would necessitate property take to widen right-of-way
4021-038-025	601 S PRAIRIE AVE INGLEWOOD CA 90301	Restaurant (Bourbon Street Fish & Grill) and surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement would necessitate property take to widen right-of-way
4021-038-005	613 S PRAIRIE AVE INGLEWOOD CA 90301	Multifamily residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement would necessitate property take to widen right-of-way

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-038-027	619 S PRAIRIE AVE INGLEWOOD CA 90301	Lighthouse Memorials & Receptions McCormick Center	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement would necessitate property take to widen right-of-way
4021-044-001	701 S PRAIRIE AVE INGLEWOOD CA 90301	Vacant Land	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way
4021-044-004	703 S PRAIRIE AVE INGLEWOOD CA 90301	Multifamily residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-044-005	711 S PRAIRIE AVE INGLEWOOD CA 90301	Single-family residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way
4021-044-006	713 S PRAIRIE AVE INGLEWOOD CA 90301	Single-family residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way
4021-044-007	715 S PRAIRIE AVE INGLEWOOD CA 90301	Single-family residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4021-044-008	723 S PRAIRIE AVE INGLEWOOD CA 90301	Single-family residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way
4021-044-009	617 E BUCKTHORN ST INGLEWOOD CA 90301	Single-family residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way
4024-007-001	801 S PRAIRIE AVE INGLEWOOD CA 90301	Commercial business (The Forum Liquor) and surface parking	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4024-007-004	803 S PRAIRIE AVE INGLEWOOD CA 90301	Surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-007-005	805 S PRAIRIE AVE INGLEWOOD CA 90301	Multifamily residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-007-006	813 S PRAIRIE AVE INGLEWOOD CA 90301	Commercial business (JP Termite)	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-007-007	819 S PRAIRIE AVE	Commercial business (JP Termite, Iglesia	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
	INGLEWOOD CA 90301	Cristiana Hispana)						necessary, to provide landscaped buffers along a street.		
4024-007-008	823 S PRAIRIE AVE INGLEWOOD CA 90301	Hollywood Park Motel	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-007-043	Address Not Available	Commercial business (Laundromax) and surface parking	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-008-024	901 S PRAIRIE AVE INGLEWOOD CA 90301	Commercial strip mall (y-Eleven, Hi-Tech Cleaner, My Master's Best Friend Pet	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped	Adjacent to APM System	Indirect impact: column placement would necessitate

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		Food, Blessed Tropical Cuisine) and surface parking						buffers along a street.		property take to widen right-of-way
4024-008-020	919 S PRAIRIE AVE INGLEWOOD CA 90301	Inglewood Gardens multifamily residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-008-015	923 S PRAIRIE AVE INGLEWOOD CA 90301	Commercial business (Inglewood Electric Supply)	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-009-004	937 S PRAIRIE AVE INGLEWOOD CA 90301	Vacant Land	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
								along a street.		
4024-009-005	945 S PRAIRIE AVE INGLEWOOD CA 90301	Pride Plaza commercial building (Scottle's Gumbo & Grill, H&F Ventures), surface parking	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-009-007	1003 S PRAIRIE AVE INGLEWOOD CA 90301	Commercial offices	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-009-008	1007 S PRAIRIE AVE INGLEWOOD CA 90301	Vacant Land	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
4024-009-015	1011 S PRAIRIE AVE INGLEWOOD CA 90301	Single-family residential	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	None
4024-009-033	1035 S PRAIRIE AVE INGLEWOOD CA 90301	Hollywood Park Plaza Shopping Center commercial strip mall (Progressive Medical Group, Ruby Nails, Hookah Lounge, Off the Top, C G Soul Food, Daily Donut, Holly Park Fish Market, 99 Cents Outlet, Lee's, Dell Donut Ice Creame), restaurant (Juquila), and	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Indirect impact: column placement near southeastern portion of parcel would necessitate property take to widen right-of-way

Assessor's ID Number	Address	Current Use	General Plan Land Use Designation	Specific Plan	Zoning	Max. Height	Min. Lot Size	Setback	Relation of Parcel to Proposed Project	Direct or Indirect Land Use Impact as Proposed
		surface parking lot								
4024-042-015	1101 S PRAIRIE AVE INGLEWOOD CA 90301	Restaurant (Chu's Garden) and surface parking lot	Commercial /Residential		General Commercial (C-2)	6 stories or 75'	None	No setback is required, except if necessary, to provide landscaped buffers along a street.	Adjacent to APM System	Potential indirect impact: column placement may necessitate property take to widen right-of-way

Source: Los Angeles County Assessor Map, Inglewood General Plan Map, Inglewood Zoning Map, Inglewood Municipal Code

APPENDIX 4.10

NOISE AND VIBRATION

APPENDIX 4.10.1

Ambient Noise Measurements

APPENDIX 4.10.1-1

Long-Term (24-hour) Ambient Noise Measurements

Monitoring Location: Site 1
Primary Noise Source:

Secondary Noise Source(s):

	Monitoring Period		Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments 10 dB	5 dB
Midnight		0 / 24	52.2	165959	1659587	524807
am	1:00	100	51.6	144544	1445440	457088
	2:00	200	48.2	66069	660693	208930
	3:00	300	47.7	58884	588844	186209
	4:00	400	51.2	131826	1318257	416869
	5:00	500	54.1	257040	2570396	812831
	6:00	600	59.1	812831	8128305	2570396
	7:00	700	62.5	1778279	17782794	5623413
	8:00	800	62.2	1659587	16595869	5248075
	9:00	900	61.8	1513561	15135612	4786301
	10:00	1000	60	1000000	10000000	3162278
	11:00	1100	63.9	2454709	24547089	7762471
	12:00	1200	61.9	1548817	15488166	4897788
pm	1:00	1300	67.5	5623413	56234133	17782794
	2:00	1400	61.8	1513561	15135612	4786301
	3:00	1500	62.8	1905461	19054607	6025596
	4:00	1600	62.7	1862087	18620871	5888437
	5:00	1700	61.7	1479108	14791084	4677351
	6:00	1800	74.3	26915348	269153480	85113804
	7:00	1900	60.6	1148154	11481536	3630781
	8:00	2000	58.7	741310	7413102	2344229
	9:00	2100	58.2	660693	6606934	2089296
	10:00	2200	57	501187	5011872	1584893
pm	11:00	2300	55.7	371535	3715352	1174898

Leq Morning Peak Hour 7:00-10:00 a.m.
62 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.
69 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)
54.5 dBA

Leq Daytime 7:00 am-10:00 p.m.
65.4 dBA

Leq 24-Hour
64 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
65 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB
65.4 dBA **adjustment between 10:00 p.m. & 7:00 a.m.**

Difference between CNEL and Ldn
CNEL - Ldn 0.30074363

Monitoring Location: Site 2

Primary Noise Source:

Secondary Noise Source(s):

Monitoring Period			Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments 10 dB	5 dB
Midnight		0 / 24	57.5	562341	5623413	1778279
am	1:00	100	56.3	426580	4265795	1348963
	2:00	200	52.3	169824	1698244	537032
	3:00	300	53.4	218776	2187762	691831
	4:00	400	59.8	954993	9549926	3019952
	5:00	500	62.8	1905461	19054607	6025596
	6:00	600	62.7	1862087	18620871	5888437
	7:00	700	68.8	7585776	75857758	23988329
	8:00	800	66.9	4897788	48977882	15488166
	9:00	900	63.5	2238721	22387211	7079458
	10:00	1000	63.3	2137962	21379621	6760830
	11:00	1100	64.7	2951209	29512092	9332543
	12:00	1200	63.2	2089296	20892961	6606934
pm	1:00	1300	64.1	2570396	25703958	8128305
	2:00	1400	65.1	3235937	32359366	10232930
	3:00	1500	63.9	2454709	24547089	7762471
	4:00	1600	64.6	2884032	28840315	9120108
	5:00	1700	65	3162278	31622777	10000000
	6:00	1800	64.3	2691535	26915348	8511380
	7:00	1900	63.2	2089296	20892961	6606934
	8:00	2000	63.1	2041738	20417379	6456542
	9:00	2100	63.9	2454709	24547089	7762471
	10:00	2200	63.2	2089296	20892961	6606934
pm	11:00	2300	60.2	1047129	10471285	3311311

Leq Morning Peak Hour 7:00-10:00 a.m.

67 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

64 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

60.1 dBA

Leq Daytime 7:00 am-10:00 p.m.

64.8 dBA

Leq 24-Hour

64 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

68 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB

68.0 dBA **adjustment between 10:00 p.m. & 7:00 a.m.**

Difference between CNEL and Ldn

CNEL - Ldn = 0.426944

Monitoring Location: Site 3
Primary Noise Source:

Secondary Noise Source(s):

	Monitoring Period		Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments 10 dB	5 dB
Midnight		0 / 24	63.7	2344229	23442288	7413102
am	1:00	100	62.1	1621810	16218101	5128614
	2:00	200	58.6	724436	7244360	2290868
	3:00	300	65.4	3467369	34673685	10964782
	4:00	400	64.8	3019952	30199517	9549926
	5:00	500	67.2	5248075	52480746	16595869
	6:00	600	70	10000000	100000000	31622777
	7:00	700	70.9	12302688	123026877	38904514
	8:00	800	70.8	12022644	120226443	38018940
	9:00	900	70.9	12302688	123026877	38904514
	10:00	1000	70.2	10471285	104712855	33113112
	11:00	1100	70	10000000	100000000	31622777
	12:00	1200	71.5	14125375	141253754	44668359
pm	1:00	1300	71.3	13489629	134896288	42657952
	2:00	1400	71.7	14791084	147910839	46773514
	3:00	1500	70.8	12022644	120226443	38018940
	4:00	1600	71.6	14454398	144543977	45708819
	5:00	1700	72	15848932	158489319	50118723
	6:00	1800	72.7	18620871	186208714	58884366
	7:00	1900	71.8	15135612	151356125	47863009
	8:00	2000	70.1	10232930	102329299	32359366
	9:00	2100	69.3	8511380	85113804	26915348
	10:00	2200	69.5	8912509	89125094	28183829
pm	11:00	2300	67	5011872	50118723	15848932

Leq Morning Peak Hour 7:00-10:00 a.m.
71 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.
72 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)
66.5 dBA

Leq Daytime 7:00 am-10:00 p.m.
71.1 dBA

Leq 24-Hour
70 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
74 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB
74.5 dBA **adjustment between 10:00 p.m. & 7:00 a.m.**

Difference between CNEL and Ldn
CNEL - Ldn = 0.502012682

Monitoring Location: Site 4

Primary Noise Source:

Secondary Noise Source(s):

Monitoring Period			Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments 10 dB	5 dB
Midnight		0 / 24	69.8	9549926	95499259	30199517
am	1:00	100	68.3	6760830	67608298	21379621
	2:00	200	66.3	4265795	42657952	13489629
	3:00	300	67.8	6025596	60255959	19054607
	4:00	400	71.4	13803843	138038426	43651583
	5:00	500	73.6	22908677	229086765	72443596
	6:00	600	75.4	34673685	346736850	109647820
	7:00	700	77.4	54954087	549540874	173780083
	8:00	800	77.7	58884366	588843655	186208714
	9:00	900	76.3	42657952	426579519	134896288
	10:00	1000	77	50118723	501187234	158489319
	11:00	1100	75.9	38904514	389045145	123026877
	12:00	1200	76.3	42657952	426579519	134896288
pm	1:00	1300	77.5	56234133	562341325	177827941
	2:00	1400	76.9	48977882	489778819	154881662
	3:00	1500	76.6	45708819	457088190	144543977
	4:00	1600	77	50118723	501187234	158489319
	5:00	1700	76.9	48977882	489778819	154881662
	6:00	1800	75.9	38904514	389045145	123026877
	7:00	1900	74.2	26302680	263026799	83176377
	8:00	2000	75.3	33884416	338844156	107151931
	9:00	2100	76.6	45708819	457088190	144543977
	10:00	2200	75	31622777	316227766	100000000
pm	11:00	2300	74.7	29512092	295120923	93325430

Leq Morning Peak Hour 7:00-10:00 a.m.

77 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

76 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

72.5 dBA

Leq Daytime 7:00 am-10:00 p.m.

76.6 dBA

Leq 24-Hour

75.5 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

80 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB

80.2 dBA **adjustment between 10:00 p.m. & 7:00 a.m.**

Difference between CNEL and Ldn

CNEL - Ldr 0.4166231

Monitoring Location: Site 5

Primary Noise Source:

Secondary Noise Source(s):

Monitoring Period			Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments 10 dB	5 dB
Midnight		0 / 24	73	19952623	199526231	63095734
am	1:00	100	66.8	4786301	47863009	15135612
	2:00	200	65.9	3890451	38904514	12302688
	3:00	300	66.8	4786301	47863009	15135612
	4:00	400	70.2	10471285	104712855	33113112
	5:00	500	72	15848932	158489319	50118723
	6:00	600	71.4	13803843	138038426	43651583
	7:00	700	72.2	16595869	165958691	52480746
	8:00	800	72.4	17378008	173780083	54954087
	9:00	900	72.1	16218101	162181010	51286138
	10:00	1000	72.2	16595869	165958691	52480746
	11:00	1100	72.4	17378008	173780083	54954087
	12:00	1200	72.3	16982437	169824365	53703180
pm	1:00	1300	74.2	26302680	263026799	83176377
	2:00	1400	73.1	20417379	204173794	64565423
	3:00	1500	72.8	19054607	190546072	60255959
	4:00	1600	73.3	21379621	213796209	67608298
	5:00	1700	74.7	29512092	295120923	93325430
	6:00	1800	76.8	47863009	478630092	151356125
	7:00	1900	72.4	17378008	173780083	54954087
	8:00	2000	72.5	17782794	177827941	56234133
	9:00	2100	71.5	14125375	141253754	44668359
	10:00	2200	71	12589254	125892541	39810717
pm	11:00	2300	71.3	13489629	134896288	42657952

Leq Morning Peak Hour 7:00-10:00 a.m.

72 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

75 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

70.4 dBA

Leq Daytime 7:00 am-10:00 p.m.

73.2 dBA

Leq 24-Hour

72.4 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

77 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB

77.7 dBA **adjustment between 10:00 p.m. & 7:00 a.m.**

Difference between CNEL and Ldn

CNEL - Ldn = 0.3393821

APPENDIX 4.10.1-2

Short-Term (1-hour) Ambient Noise Measurements (Daytime)

Site	Date	Time Period	1-hour Leq	Average
		AM	64.2	
	26-Nov	PM	64.1	
		AM	63.5	
A	28-Nov	PM	64.6	64.1
		AM	72.1	
	11-Dec	PM	71.2	
		AM	76.1	
B	13-Dec	PM	72.9	73.5
		AM	77.3	
	11-Dec	PM	76.1	
		AM	77.1	
C	13-Dec	PM	76.2	76.7
		AM	75.1	
	27-Nov	PM	78.5	
		AM	74.4	
D	4-Dec	PM	75.4	76.2
		AM	72.8	
	27-Nov	PM	71.7	
		AM	73.1	
E	4-Dec	PM	72.7	72.6
		AM	62.7	
	21-Jan	PM	63.8	
		AM	71.5	
F	23-Jan	PM	70.9	68.8
		AM	64.3	
	11-Dec	PM	67.0	
		AM	68.0	
G	13-Dec	PM	68.8	67.3
		AM	68.1	
	17-Dec	PM	69.1	
		AM	65.4	
H	19-Dec	PM	66.8	67.6
		AM	69.5	
	11-Dec	PM	66.6	
		AM	67.6	
I	13-Dec	PM	67.8	68.0
		AM	73.3	
	17-Dec	PM	73.2	
		AM	73.8	
J	19-Dec	PM	73.9	73.6
		AM	67.1	
	26-Nov	PM	68.0	
		AM	69.1	
K	28-Nov	PM	64.6	67.5
		AM	73.9	
	17-Dec	PM	74.2	
		AM	74.5	
L	19-Dec	PM	73.4	74.0
		AM	72.8	
	17-Dec	PM	75.9	
		AM	73.2	
M	19-Dec	PM	76.6	74.9

APPENDIX 4.10.1-3

Short-Term (15-minute) Ambient Noise Measurements (Nighttime)

Monitoring Location: Site A
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:35:20	56.6	69.5	46.6
20:36:20	55.1	59.8	49.3
20:37:20	61.1	66.0	52.4
20:38:20	57.5	68.5	48.9
20:39:20	59.1	72.7	46.5
20:40:20	58.8	72.1	49.9
20:41:20	58.2	73.9	47.5
20:42:20	55.4	61.7	49.5
20:43:20	59.2	66.2	49.6
20:44:20	57.6	63.5	50.3
20:45:20	52.8	55.7	49.1
20:46:20	58.0	65.6	49.6
20:47:20	54.3	60.9	48.4
20:48:20	51.7	56.3	48.0
20:49:20	61.7	71.2	49.3
20:50:20	53.1	57.3	52.3

15-minute LAeq **57.8**

Monitoring Location: Site B
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:20:17	67.6	76.9	50.5
20:21:17	73.3	79.1	58.5
20:22:17	68.4	75.3	53.0
20:23:17	68.6	75.2	58.8
20:24:17	70.5	79.7	50.6
20:25:17	73.1	79.3	51.2
20:26:17	63.4	71.4	48.8
20:27:17	70.6	78.6	51.9
20:28:17	69.4	76.6	51.1
20:29:17	67.9	74.4	58.6
20:30:17	68.2	77.2	49.9
20:31:17	72.4	80.6	50.6
20:32:17	69.2	78.5	50.6
20:33:17	72.6	79.8	49.7
20:34:17	73.6	82.8	50.0
20:35:17	65.1	66.9	57.2

15-minute LAeq **70.5**

Monitoring Location: Site C
Monitoring Date: 8/5/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:44:28	70.8	76.7	55.6
20:45:28	67.5	76.1	52.5
20:46:28	70.5	76.9	58.7
20:47:28	70.6	80.1	50.0
20:48:28	71.4	76.7	49.8
20:49:28	65.8	72.9	51.0
20:50:28	68.8	76.9	53.4
20:51:28	69.8	76.1	54.0
20:52:28	68.8	76.4	57.1
20:53:28	69.4	74.4	59.9
20:54:28	73.4	85.1	52.9
20:55:28	74.8	87.7	52.8
20:56:28	70.3	79.0	52.8
20:57:28	65.2	73.3	54.0
20:58:28	72.8	81.0	54.2
20:59:28	68.9	70.2	67.2

15-minute LAeq **70.6**

Monitoring Location: Site D
Monitoring Date: 8/5/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
21:29:59	67.8	77.1	51.2
21:30:59	64.6	72.4	55.3
21:31:59	68.0	76.6	58.7
21:32:59	70.2	80.1	53.9
21:33:59	73.1	79.3	53.1
21:34:59	64.6	73.3	53.7
21:35:59	58.6	69.6	50.2
21:36:59	69.5	77.2	50.8
21:37:59	60.9	70.3	51.0
21:38:59	64.8	77.3	51.5
21:39:59	64.7	76.0	50.4
21:40:59	65.6	75.5	51.7
21:41:59	62.4	70.3	50.8
21:42:59	61.0	69.4	55.2
21:43:59	68.4	76.1	55.4
21:44:59	80.7	83.5	73.2

15-minute LAeq	**70.9**
	67.0

Monitoring Location: Site E
Monitoring Date: 8/5/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
21:48:43	63.7	70.8	53.4
21:49:43	70.4	77.9	62.1
21:50:43	63.2	70.7	53.4
21:51:43	66.3	76.5	55.3
21:52:43	70.3	82.7	51.9
21:53:43	68.3	75.7	59.5
21:54:43	58.3	64.8	48.7
21:55:43	63.7	70.1	51.2
21:56:43	68.2	77.8	48.5
21:57:43	59.6	69.3	50.3
21:58:43	64.6	73.8	47.1
21:59:43	68.9	75.7	49.0
22:00:43	63.4	71.0	52.9
22:01:43	65.4	74.2	51.2
22:02:43	64.0	73.3	54.4
22:03:43	54.6	55.5	54.2

15-minute LAeq **66.2**

Monitoring Location: Site F
Monitoring Date: 8/5/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
21:07:08	59.8	69.6	43.2
21:08:08	63.2	73.2	46.6
21:09:08	57.8	69.2	45.0
21:10:08	54.2	64.8	42.7
21:11:08	62.0	75.2	42.6
21:12:08	59.6	70.7	43.9
21:13:08	57.5	65.7	47.1
21:14:08	55.7	64.8	45.1
21:15:08	60.3	69.5	49.2
21:16:08	57.1	66.9	46.3
21:17:08	54.7	58.9	46.5
21:18:08	62.1	73.0	44.8
21:19:08	61.8	69.6	48.4
21:20:08	63.0	75.6	44.5
21:21:08	58.1	70.9	43.2
21:22:08	57.7	59.0	50.0

15-minute LAeq **59.9**

Monitoring Location: Site G
Monitoring Date: 8/5/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:27:12	60.7	67.7	43.9
20:28:12	59.4	69.2	48.0
20:29:12	61.1	67.4	49.6
20:30:12	63.3	70.8	49.4
20:31:12	61.9	71.7	48.8
20:32:12	55.0	61.2	42.8
20:33:12	62.9	72.1	46.1
20:34:12	48.9	58.5	41.8
20:35:12	60.2	67.6	44.1
20:36:12	66.5	80.2	48.2
20:37:12	60.8	68.2	47.9
20:38:12	65.6	72.5	50.5
20:39:12	55.3	66.2	41.8
20:40:12	92.0	105.4	46.9
20:41:12	62.0	69.2	49.9
20:42:12	60.4	67.7	54.0

15-minute LAeq	**80.0**
	61.5

Monitoring Location: Site H
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:40:17	46.7	52.2	43.4
20:41:17	51.4	58.8	43.4
20:42:17	53.2	60.5	47.3
20:43:17	56.2	63.1	44.5
20:44:17	56.1	65.7	44.9
20:45:17	51.1	57.0	45.8
20:46:17	56.1	61.3	49.0
20:47:17	66.0	74.1	46.7
20:48:17	47.5	52.6	44.0
20:49:17	53.5	63.4	45.2
20:50:17	55.2	61.7	44.7
20:51:17	52.2	59.3	44.0
20:52:17	53.2	61.2	44.1
20:53:17	46.6	56.2	42.9
20:54:17	52.0	58.8	43.0
20:55:17	56.0	56.9	55.0

15-minute LAeq **56.6**

Monitoring Location: Site I
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
21:14:41	54.3	63.7	48.9
21:15:41	60.6	72.2	50.7
21:16:41	54.1	61.5	50.1
21:17:41	65.1	73.7	50.6
21:18:41	54.4	59.7	49.3
21:19:41	56.4	66.2	50.2
21:20:41	62.7	72.9	52.9
21:21:41	59.2	72.8	51.4
21:22:41	55.8	63.6	52.0
21:23:41	55.8	64.1	50.1
21:24:41	53.4	60.1	49.5
21:25:41	56.6	69.2	49.6
21:26:41	55.2	59.8	51.3
21:27:41	57.8	65.0	49.6
21:28:41	54.9	63.5	49.6
21:29:41	55.0	57.4	51.6

15-minute LAeq **58.5**

Monitoring Location: Site J
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:53:54	67.9	76.9	49.4
20:54:54	68.3	74.0	49.9
20:55:54	66.6	72.8	52.3
20:56:54	65.2	72.1	50.9
20:57:54	71.9	76.1	56.9
20:58:54	71.0	79.1	56.9
20:59:54	69.5	74.3	56.6
21:00:54	71.3	83.4	54.5
21:01:54	69.5	76.7	54.0
21:02:54	66.6	72.3	58.4
21:03:54	68.9	75.7	56.1
21:04:54	72.7	78.2	54.4
21:05:54	66.7	76.1	51.0
21:06:54	67.3	73.7	53.2
21:07:54	68.6	75.9	52.1
21:08:54	61.7	67.7	51.4

15-minute LAeq **69.1**

Monitoring Location: Site K
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
20:15:47	62.4	68.0	53.4
20:16:47	59.9	69.9	52.5
20:17:47	65.4	74.5	55.2
20:18:47	63.1	73.8	52.6
20:19:47	60.9	69.7	52.3
20:20:47	62.2	68.8	52.7
20:21:47	61.3	70.8	51.0
20:22:47	62.9	70.0	51.1
20:23:47	67.2	76.7	53.1
20:24:47	62.7	71.1	56.6
20:25:47	60.3	66.0	51.8
20:26:47	57.8	68.9	48.3
20:27:47	60.5	69.0	51.0
20:28:47	64.5	76.2	53.7
20:29:47	58.1	68.2	49.9
20:30:47	68.8	69.2	68.0

15-minute LAeq **63.4**

Monitoring Location: Site L
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
21:05:20	69.6	75.9	58.5
21:06:20	73.4	78.3	62.9
21:07:20	72.5	81.8	55.9
21:08:20	70.8	80.1	56.7
21:09:20	71.0	82.0	48.7
21:10:20	76.0	84.2	55.8
21:11:20	69.4	76.6	59.0
21:12:20	76.1	85.3	51.8
21:13:20	70.8	78.6	52.5
21:14:20	68.7	78.3	55.5
21:15:20	70.8	76.9	49.7
21:16:20	78.5	92.7	59.8
21:17:20	65.7	76.1	43.3
21:18:20	73.2	82.4	49.7
21:19:20	72.3	81.0	58.1
21:20:20	59.1	61.5	58.7

15-minute LAeq **72.8**

Monitoring Location: Site M
Monitoring Date: 8/4/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
21:28:34	68.0	79.9	45.2
21:29:34	71.3	78.9	53.1
21:30:34	70.2	80.2	53.3
21:31:34	65.7	73.2	55.7
21:32:34	72.0	79.4	49.7
21:33:34	61.8	74.4	41.1
21:34:34	63.8	76.6	44.2
21:35:34	69.0	79.1	47.6
21:36:34	68.9	79.1	54.7
21:37:34	68.8	76.9	46.1
21:38:34	66.5	74.4	45.7
21:39:34	45.8	51.8	42.6
21:40:34	67.4	78.5	41.4
21:41:34	69.6	81.5	47.4
21:42:34	65.1	75.9	48.0
21:43:34	51.2	51.6	49.5

15-minute LAeq **67.9**

APPENDIX 4.10.2

Roadway Noise Levels

APPENDIX 4.10.2-1

Traffic Turning Movement Counts Conversions

ROADWAY SEGMENT ADT - TYPICAL WEEKDAY NON-EVENT CONDITIONS ADJUSTED BASELINE WITHOUT ITC PROJECT

STREET	Facility Type	Segment		Adjusted Baseline - ADT			NB		SB		Total	Daytime	MT	HT	Total	Nighttim	MT	HT
		From	To	NB/EB	SB/WB	Total	Daytime	Nighttime	Daytime	Nighttime								
NORTH/SOUTH STREETS																		
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	9,925	11,102	21,027	598.1467	106	669	118.4213	1,267.23	1,229.21	22.81	15.21	224.29	217.56	4.04	2.69
		Florence Av	Manchester Bl	12,046	12,712	24,758	725.9723	128	766	135.5947	1,492.08	1,447.32	26.86	17.90	264.09	256.16	4.75	3.17
		Manchester Bl	Spruce Av/Market St	9,528	9,921	19,449	574.2208	102	598	105.824	1,172.13	1,136.96	21.10	14.07	207.46	201.23	3.73	2.49
		Spruce Av/Market St	Arbor Vitae St	11,701	13,412	25,113	705.1803	125	808	143.0613	1,513.48	1,468.07	27.24	18.16	267.87	259.84	4.82	3.21
		Arbor Vitae St	Hardy St	14,029	14,873	28,902	845.4811	150	896	158.6453	1,741.83	1,689.57	31.35	20.90	308.29	299.04	5.55	3.70
		Hardy St	Century Bl	14,403	15,605	30,008	868.0208	154	940	166.4533	1,808.48	1,754.23	32.55	21.70	320.09	310.48	5.76	3.84
Hawthorne Bl	Major Arterial	Century Bl	104th St	20,989	22,367	43,356	1264.937	224	1,348	238.5813	2,612.92	2,534.53	47.03	31.36	462.46	448.59	8.32	5.55
		104th St	Lennox Bl	23,144	25,329	48,473	1394.812	247	1,526	270.176	2,921.31	2,833.67	52.58	35.06	517.05	501.53	9.31	6.20
Prairie Av	Major Arterial	Florence Av	Regent St	10,923	11,218	22,141	658.2928	117	676	119.6587	1,334.36	1,294.33	24.02	16.01	236.17	229.09	4.25	2.83
		Regent St	Manchester Bl	11,429	11,213	22,642	688.7877	122	676	119.6053	1,364.56	1,323.62	24.56	16.37	241.51	234.27	4.35	2.90
		Manchester Bl	Pincay Dr/Kelso St	14,131	15,269	29,400	851.6283	151	920	162.8693	1,771.84	1,718.68	31.89	21.26	313.60	304.19	5.64	3.76
		Pincay Dr/Kelso St	Arbor Vitae St	19,893	19,294	39,187	1198.885	212	1,163	205.8027	2,361.67	2,290.82	42.51	28.34	417.99	405.45	7.52	5.02
		Arbor Vitae St	Hardy St	16,669	16,221	32,890	1004.585	178	978	173.024	1,982.17	1,922.71	35.68	23.79	350.83	340.30	6.31	4.21
		Hardy St	97th St	17,583	17,635	35,218	1059.669	188	1,063	188.1067	2,122.47	2,058.80	38.20	25.47	375.66	364.39	6.76	4.51
		97th St	Century Bl	17,583	17,635	35,218	1059.669	188	1,063	188.1067	2,122.47	2,058.80	38.20	25.47	375.66	364.39	6.76	4.51
		Century Bl	102nd St	15,654	15,963	31,617	943.4144	167	962	170.272	1,905.45	1,848.29	34.30	22.87	337.25	327.13	6.07	4.05
		102nd St	104th St	15,817	16,293	32,110	953.2379	169	982	173.792	1,935.16	1,877.11	34.83	23.22	342.51	332.23	6.17	4.11
		104th St	Lennox Bl	16,196	16,472	32,668	976.0789	173	993	175.7013	1,968.79	1,909.73	35.44	23.63	348.46	338.00	6.27	4.18
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	11,510	12,178	23,688	693.6693	123	734	129.8987	1,427.60	1,384.77	25.70	17.13	252.67	245.09	4.55	3.03
		Manchester Bl	Pincay Dr/90th St	12,346	13,987	26,333	744.0523	132	843	149.1947	1,587.00	1,539.39	28.57	19.04	280.89	272.46	5.06	3.37
		Pincay Dr/90th St	Arbor Vitae St	14,942	17,173	32,115	900.5045	159	1,035	183.1787	1,935.46	1,877.40	34.84	23.23	342.56	332.28	6.17	4.11
		Arbor Vitae St	Hardy St	14,536	16,377	30,913	876.0363	155	987	174.688	1,863.02	1,807.13	33.53	22.36	329.74	319.85	5.94	3.96
		Hardy St	Century Bl	14,974	16,713	31,687	902.4331	160	1,007	178.272	1,909.67	1,852.38	34.37	22.92	337.99	327.85	6.08	4.06
		Century Bl	104th St	13,102	14,450	27,552	789.6139	140	871	154.1333	1,660.47	1,610.65	29.89	19.93	293.89	285.07	5.29	3.53
Market St	Minor Arterial	Florence Av	Regent St	1,553	1,711	3,264	93.59413	17	103	18.25067	196.71	190.81	3.54	2.36	34.82	33.77	0.63	0.42
		Regent St	Manchester Bl	3,573	4,281	7,854	215.3328	38	258	45.664	473.33	459.13	8.52	5.68	83.78	81.26	1.51	1.01
Myrtle Av	Collector	Arbor Vitae St	Hardy St	1,755	2,139	3,894	105.768	19	129	22.816	234.68	227.64	4.22	2.82	41.54	40.29	0.75	0.50
Doty Av	Collector	Century Bl	104th St	2,814	2,749	5,563	169.5904	30	166	29.32267	335.26	325.21	6.03	4.02	59.34	57.56	1.07	0.71
Yukon Av	Collector	Century Bl	104th St	5,077	5,393	10,470	305.9739	54	325	57.52533	630.99	612.06	11.36	7.57	111.68	108.33	2.01	1.34
Locust St	Collector	Florence Av	Manchester Bl	1,867	1,880	3,747	112.5179	20	113	20.05333	225.82	219.04	4.06	2.71	39.97	38.77	0.72	0.48
EAST/WEST STREETS																		
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	13,033	13,000	26,033	785.4555	139	783	138.6667	1,568.92	1,521.85	28.24	18.83	277.69	269.35	5.00	3.33
Florence Av	Major Arterial	Fir Av	La Brea Av	8,477	8,407	16,884	510.8805	90	507	89.67467	1,017.54	987.02	18.32	12.21	180.10	174.69	3.24	2.16
		La Brea Av	Market St	10,831	10,276	21,107	652.7483	116	619	109.6107	1,272.05	1,233.89	22.90	15.26	225.14	218.39	4.05	2.70
		Market St	Centinela Av	12,339	12,092	24,431	743.6304	132	729	128.9813	1,472.37	1,428.20	26.50	17.67	260.60	252.78	4.69	3.13
		Centinela Av	Prairie Av	20,398	20,371	40,769	1229.319	218	1,228	217.2907	2,457.01	2,383.30	44.23	29.48	434.87	421.82	7.83	5.22
		Prairie Ave	West Bl	20,069	20,145	40,214	1209.492	214	1,214	214.88	2,423.56	2,350.86	43.62	29.08	428.95	416.08	7.72	5.15
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	10,610	10,870	21,480	639.4293	113	655	115.9467	1,294.53	1,255.69	23.30	15.53	229.12	222.25	4.12	2.75
		La Brea Av	Market St	10,761	10,997	21,758	648.5296	115	663	117.3013	1,311.28	1,271.94	23.60	15.74	232.09	225.12	4.18	2.79
		Market St	Locust St	9,386	9,468	18,854	565.6629	100	571	100.992	1,136.27	1,102.18	20.45	13.64	201.11	195.08	3.62	2.41
		Locust St	Hillcrest Bl	10,046	10,280	20,326	605.4389	107	620	109.6533	1,224.98	1,188.23	22.05	14.70	216.81	210.31	3.90	2.60
		Hillcrest Bl	Spruce Av	12,372	12,088	24,460	745.6192	132	729	128.9387	1,474.12	1,429.90	26.53	17.69	260.91	253.08	4.70	3.13
		Spruce Av	Prairie Av	14,326	14,393	28,719	863.3803	153	867	153.5253	1,730.80	1,678.87	31.15	20.77	306.34	297.15	5.51	3.68
		Prairie Av	Kareem Ct	15,287	16,788	32,075	921.2965	163	1,012	179.072	1,933.05	1,875.06	34.79	23.20	342.13	331.87	6.16	4.11
		Kareem Ct	Crenshaw Dr	18,047	18,780	36,827	1087.633	193	1,132	200.32	2,219.44	2,152.86	39.95	26.63	392.82	381.04	7.07	4.71
							819.024	145	864	152.992	1,683.43	1,632.93	30.30	20.20	297.95	289.01	5.36	3.58

ROADWAY SEGMENT ADT - TYPICAL WEEKDAY NON-EVENT CONDITIONS ADJUSTED BASELINE WITHOUT ITC PROJECT

STREET	Facility Type	Segment		Adjusted Baseline - ADT			NB		SB		Total	Daytime	MT	HT	Total	Nighttim	MT	HT
		From	To	NB/EB	SB/WB	Total	Daytime	Nighttime	Daytime	Nighttime								
		Crenshaw Dr	Crenshaw Bl	13,590	14,343	27,933	902.7344	160	979	173.3227	1,882.01	1,825.55	33.88	22.58	333.10	323.11	6.00	4.00
		Crenshaw Bl	Van Ness Av	14,979	16,249	31,228	392.7579	70	430	76.032	822.34	797.67	14.80	9.87	145.55	141.18	2.62	1.75
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	6,517	7,128	13,645	284.3984	50	269	47.65867	553.67	537.06	9.97	6.64	97.99	95.05	1.76	1.18
		La Brea Av	Myrtle Av	4,719	4,468	9,187	251.3723	44	252	44.65067	503.65	488.54	9.07	6.04	89.14	86.47	1.60	1.07
		Myrtle Av	Prairie Av	4,171	4,186	8,357	1539.09	272	1,520	268.96	3,058.71	2,966.95	55.06	36.70	541.37	525.12	9.74	6.50
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	25,538	25,215	50,753	1248.966	221	1,237	218.9547	2,486.06	2,411.48	44.75	29.83	440.01	426.81	7.92	5.28
		La Brea Av/Hawthorne Bl	Myrtle Av	20,724	20,527	41,251	1162.363	206	1,123	198.7093	2,285.07	2,216.52	41.13	27.42	404.44	392.30	7.28	4.85
		Myrtle Av	Freeman Av	19,287	18,629	37,916	1012.42	179	990	175.136	2,001.94	1,941.88	36.03	24.02	354.33	343.70	6.38	4.25
		Freeman Av	Prairie Av	16,799	16,419	33,218	1239.505	219	1,237	218.9227	2,476.42	2,402.13	44.58	29.72	438.30	425.15	7.89	5.26
		Prairie Av	Doty Av	20,567	20,524	41,091	1289.586	228	1,267	224.2453	2,556.57	2,479.88	46.02	30.68	452.49	438.92	8.14	5.43
		Doty Av	HP Casino Dr	21,398	21,023	42,421	1289.586	228	1,267	224.2453	2,556.57	2,479.88	46.02	30.68	452.49	438.92	8.14	5.43
		HP Casino Dr	Yukon Av	21,398	21,023	42,421	1227.572	217	1,252	221.6	2,479.61	2,405.22	44.63	29.76	438.87	425.70	7.90	5.27
		Yukon Av	Club Dr	20,369	20,775	41,144	1296.035	229	1,305	230.944	2,600.87	2,522.84	46.82	31.21	460.33	446.52	8.29	5.52
		Club Dr	Crenshaw Bl	21,505	21,651	43,156	1110.775	197	1,095	193.76	2,205.52	2,139.35	39.70	26.47	390.36	378.65	7.03	4.68
		Crenshaw Bl	Van Ness Av	18,431	18,165	36,596	165.3717	29	155	27.49867	320.74	311.12	5.77	3.85	56.77	55.06	1.02	0.68
Regent St	Collector	Grevillea Av	La Brea Av	2,744	2,578	5,322	497.6821	88	486	86.016	983.67	954.16	17.71	11.80	174.10	168.88	3.13	2.09
		La Brea Av	Market St	8,258	8,064	16,322	237.1493	42	261	46.25067	498.47	483.51	8.97	5.98	88.22	85.58	1.59	1.06
		Market St	Prairie Ave	3,935	4,336	8,271	260.4725	46	270	47.76533	530.35	514.44	9.55	6.36	93.87	91.05	1.69	1.13
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	4,322	4,478	8,800	231.7253	41	210	37.14133	441.57	428.33	7.95	5.30	78.15	75.81	1.41	0.94
		La Brea Av	Market St	3,845	3,482	7,327	278.9141	49	282	49.888	560.78	543.96	10.09	6.73	99.25	96.28	1.79	1.19
		Market St	Nutwood St / Locust St	4,628	4,677	9,305	165.0704	29	156	27.53067	320.62	311.00	5.77	3.85	56.75	55.04	1.02	0.68
		Nutwood St / Locust St	Manchester Bl	2,739	2,581	5,320	239.6203	42	253	44.82133	492.86	478.07	8.87	5.91	87.23	84.62	1.57	1.05
		Manchester Bl	Florence Av	3,976	4,202	8,178	79.97387	14	101	17.81333	180.62	175.20	3.25	2.17	31.97	31.01	0.58	0.38
Spruce Av	Collector	La Brea Av	Manchester Av	1,327	1,670	2,997	160.5504	28	181	31.98933	341.29	331.05	6.14	4.10	60.41	58.59	1.09	0.72
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	2,664	2,999	5,663	626.6528	111	532	94.10133	1,158.33	1,123.58	20.85	13.90	205.01	198.86	3.69	2.46
		Prairie Av	Kareem Ct	10,398	8,822	19,220	460.2565	81	412	72.85333	871.88	845.72	15.69	10.46	154.31	149.69	2.78	1.85
		Kareem Ct	Crenshaw Bl	7,637	6,830	14,467	136.2629	24	149	26.31467	284.94	276.39	5.13	3.42	50.43	48.92	0.91	0.61
Hardy St	Collector	La Brea Av	Prairie Ave	2,261	2,467	4,728	216.2368	38	194	34.35733	410.36	398.05	7.39	4.92	72.63	70.45	1.31	0.87
104th St	Collector	Grevillea Av	Hawthorne Bl	3,588	3,221	6,809	114.7477	20	132	23.328	246.55	239.15	4.44	2.96	43.64	42.33	0.79	0.52
		Hawthorne Bl	Prairie Ave	1,904	2,187	4,091	112.3371	20	105	18.57067	217.26	210.74	3.91	2.61	38.45	37.30	0.69	0.46
		Prairie Av	Doty Av	1,864	1,741	3,605												

ROADWAY SEGMENT ADT - TYPICAL WEEKDAY NON-EVENT CONDITIONS
ADJUSTED BASELINE WITH ITC PROJECT

STREET	Facility Type	Segment		Adjusted Baseline - ADT w/Project			Total	Daytime	MT	HT	Total	Nighttime	MT	HT
		From	To	NB/EB	SB/WB	Total								
NORTH/SOUTH STREETS														
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	9,888	11,065	20,953	1,262.77	1,224.88	22.73	15.15	223.50	216.79	4.02	2.68
		Florence Av	Manchester Bl	12,018	12,686	24,704	1,488.83	1,444.16	26.80	17.87	263.51	255.60	4.74	3.16
		Manchester Bl	Spruce Av/Market St	9,521	9,916	19,437	1,171.40	1,136.26	21.09	14.06	207.33	201.11	3.73	2.49
		Spruce Av/Market St	Arbor Vitae St	11,668	13,379	25,047	1,509.50	1,464.21	27.17	18.11	267.17	259.15	4.81	3.21
		Arbor Vitae St	Hardy St	13,980	14,830	28,810	1,736.28	1,684.19	31.25	20.84	307.31	298.09	5.53	3.69
		Hardy St	Century Bl	14,367	15,565	29,932	1,803.90	1,749.78	32.47	21.65	319.27	309.70	5.75	3.83
Hawthorne Bl	Major Arterial	Century Bl	104th St	20,956	22,329	43,285	2,608.64	2,530.38	46.96	31.30	461.71	447.86	8.31	5.54
		104th St	Lennox Bl	23,111	25,291	48,402	2,917.03	2,829.52	52.51	35.00	516.29	500.80	9.29	6.20
Prairie Av	Major Arterial	Florence Av	Regent St	10,837	11,136	21,973	1,324.24	1,284.51	23.84	15.89	234.38	227.35	4.22	2.81
		Regent St	Manchester Bl	11,336	11,127	22,463	1,353.77	1,313.16	24.37	16.25	239.61	232.42	4.31	2.88
		Manchester Bl	Pincay Dr/Kelso St	13,975	15,114	29,089	1,753.10	1,700.50	31.56	21.04	310.28	300.97	5.59	3.72
		Pincay Dr/Kelso St	Arbor Vitae St	19,622	19,041	38,663	2,330.09	2,260.19	41.94	27.96	412.41	400.03	7.42	4.95
		Arbor Vitae St	Hardy St	16,397	15,963	32,360	1,950.23	1,891.72	35.10	23.40	345.17	334.82	6.21	4.14
		Hardy St	97th St	17,286	17,340	34,626	2,086.79	2,024.19	37.56	25.04	369.34	358.26	6.65	4.43
		97th St	Century Bl	17,286	17,340	34,626	2,086.79	2,024.19	37.56	25.04	369.34	358.26	6.65	4.43
		Century Bl	102nd St	15,433	15,741	31,174	1,878.75	1,822.39	33.82	22.55	332.52	322.55	5.99	3.99
		102nd St	104th St	15,606	16,079	31,685	1,909.55	1,852.26	34.37	22.91	337.97	327.83	6.08	4.06
		104th St	Lennox Bl	16,003	16,279	32,282	1,945.53	1,887.16	35.02	23.35	344.34	334.01	6.20	4.13
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	11,474	12,141	23,615	1,423.20	1,380.50	25.62	17.08	251.89	244.34	4.53	3.02
		Manchester Bl	Pincay Dr/90th St	12,307	13,942	26,249	1,581.94	1,534.48	28.47	18.98	279.99	271.59	5.04	3.36
		Pincay Dr/90th St	Arbor Vitae St	14,890	17,112	32,002	1,928.65	1,870.79	34.72	23.14	341.35	331.11	6.14	4.10
		Arbor Vitae St	Hardy St	14,474	16,309	30,783	1,855.19	1,799.53	33.39	22.26	328.35	318.50	5.91	3.94
		Hardy St	Century Bl	14,901	16,639	31,540	1,900.81	1,843.79	34.21	22.81	336.43	326.33	6.06	4.04
		Century Bl	104th St	13,069	14,417	27,486	1,656.49	1,606.79	29.82	19.88	293.18	284.39	5.28	3.52
Market St	Minor Arterial	Florence Av	Regent St	1,550	1,705	3,255	196.17	190.28	3.53	2.35	34.72	33.68	0.62	0.42
		Regent St	Manchester Bl	3,548	4,254	7,802	470.20	456.09	8.46	5.64	83.22	80.72	1.50	1.00
Myrtle Av	Collector	Arbor Vitae St	Hardy St	1,732	2,106	3,838	231.30	224.36	4.16	2.78	40.94	39.71	0.74	0.49
Doty Av	Collector	Century Bl	104th St	2,759	2,697	5,456	328.81	318.95	5.92	3.95	58.20	56.45	1.05	0.70
Yukon Av	Collector	Century Bl	104th St	4,965	5,275	10,240	617.13	598.62	11.11	7.41	109.23	105.95	1.97	1.31
Locust St	Collector	Florence Av	Manchester Bl	1,848	1,861	3,709	223.53	216.82	4.02	2.68	39.56	38.38	0.71	0.47
EAST/WEST STREETS														
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	12,975	12,947	25,922	1,562.23	1,515.37	28.12	18.75	276.50	268.21	4.98	3.32
Florence Av	Major Arterial	Fir Av	La Brea Av	8,477	8,407	16,884	1,017.54	987.02	18.32	12.21	180.10	174.69	3.24	2.16
		La Brea Av	Market St	10,826	10,274	21,100	1,271.63	1,233.48	22.89	15.26	225.07	218.31	4.05	2.70
		Market St	Centinela Av	12,331	12,084	24,415	1,471.41	1,427.27	26.49	17.66	260.43	252.61	4.69	3.13
		Centinela Av	Prairie Av	20,359	20,337	40,696	2,452.61	2,379.03	44.15	29.43	434.09	421.07	7.81	5.21
		Prairie Ave	West Bl	20,025	20,109	40,134	2,418.74	2,346.18	43.54	29.02	428.10	415.25	7.71	5.14
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	10,558	10,812	21,370	1,287.90	1,249.26	23.18	15.45	227.95	221.11	4.10	2.74
		La Brea Av	Market St	10,709	10,939	21,648	1,304.65	1,265.51	23.48	15.66	230.91	223.98	4.16	2.77
		Market St	Locust St	9,340	9,423	18,763	1,130.78	1,096.86	20.35	13.57	200.14	194.13	3.60	2.40
		Locust St	Hillcrest Bl	10,009	10,243	20,252	1,220.52	1,183.90	21.97	14.65	216.02	209.54	3.89	2.59
		Hillcrest Bl	Spruce Av	12,297	12,015	24,312	1,465.20	1,421.25	26.37	17.58	259.33	251.55	4.67	3.11
		Spruce Av	Prairie Av	14,213	14,277	28,490	1,717.00	1,665.49	30.91	20.60	303.89	294.78	5.47	3.65
		Prairie Av	Kareem Ct	15,206	16,695	31,901	1,922.57	1,864.89	34.61	23.07	340.28	330.07	6.12	4.08
		Kareem Ct	Crenshaw Dr	17,931	18,665	36,596	2,205.52	2,139.35	39.70	26.47	390.36	378.65	7.03	4.68

ROADWAY SEGMENT ADT - TYPICAL WEEKDAY NON-EVENT CONDITIONS
ADJUSTED BASELINE WITH ITC PROJECT

STREET	Facility Type	Segment		Adjusted Baseline - ADT w/Project			Total	Daytime	MT	HT	Total	Nighttime	MT	HT
		From	To	NB/EB	SB/WB	Total								
		Crenshaw Dr	Crenshaw Bl	13,518	14,270	27,788	1,674.69	1,624.45	30.14	20.10	296.41	287.51	5.34	3.56
		Crenshaw Bl	Van Ness Av	14,911	16,178	31,089	1,873.63	1,817.42	33.73	22.48	331.62	321.67	5.97	3.98
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	6,461	7,074	13,535	815.71	791.24	14.68	9.79	144.37	140.04	2.60	1.73
		La Brea Av	Myrtle Av	4,669	4,426	9,095	548.13	531.68	9.87	6.58	97.01	94.10	1.75	1.16
		Myrtle Av	Prairie Av	4,151	4,166	8,317	501.24	486.20	9.02	6.01	88.71	86.05	1.60	1.06
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	25,468	25,136	50,604	3,049.73	2,958.24	54.90	36.60	539.78	523.58	9.72	6.48
		La Brea Av/Hawthorne Bl	Myrtle Av	20,640	20,432	41,072	2,475.27	2,401.01	44.55	29.70	438.10	424.96	7.89	5.26
		Myrtle Av	Freeman Av	19,216	18,554	37,770	2,276.27	2,207.98	40.97	27.32	402.88	390.79	7.25	4.83
		Freeman Av	Prairie Av	16,727	16,342	33,069	1,992.96	1,933.17	35.87	23.92	352.74	342.15	6.35	4.23
		Prairie Av	Doty Av	20,396	20,346	40,742	2,455.38	2,381.72	44.20	29.46	434.58	421.54	7.82	5.21
		Doty Av	HP Casino Dr	21,214	20,843	42,057	2,534.64	2,458.60	45.62	30.42	448.61	435.15	8.07	5.38
		HP Casino Dr	Yukon Av	21,214	20,843	42,057	2,534.64	2,458.60	45.62	30.42	448.61	435.15	8.07	5.38
		Yukon Av	Club Dr	20,185	20,576	40,761	2,456.53	2,382.83	44.22	29.48	434.78	421.74	7.83	5.22
		Club Dr	Crenshaw Bl	21,287	21,426	42,713	2,574.17	2,496.95	46.34	30.89	455.61	441.94	8.20	5.47
		Crenshaw Bl	Van Ness Av	18,309	18,038	36,347	2,190.51	2,124.80	39.43	26.29	387.70	376.07	6.98	4.65
Regent St	Collector	Grevillea Av	La Brea Av	2,733	2,569	5,302	319.53	309.95	5.75	3.83	56.55	54.86	1.02	0.68
		La Brea Av	Market St	8,192	7,995	16,187	975.54	946.27	17.56	11.71	172.66	167.48	3.11	2.07
		Market St	Prairie Ave	3,911	4,310	8,221	495.45	480.59	8.92	5.95	87.69	85.06	1.58	1.05
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	4,300	4,455	8,755	527.63	511.81	9.50	6.33	93.39	90.59	1.68	1.12
		La Brea Av	Market St	3,822	3,459	7,281	438.80	425.64	7.90	5.27	77.66	75.33	1.40	0.93
		Market St	Nutwood St / Locust St	4,586	4,634	9,220	555.66	538.99	10.00	6.67	98.35	95.40	1.77	1.18
		Nutwood St / Locust St	Manchester Bl	2,737	2,579	5,316	320.38	310.77	5.77	3.84	56.70	55.00	1.02	0.68
		Manchester Bl	Florence Av	3,943	4,167	8,110	488.76	474.10	8.80	5.87	86.51	83.91	1.56	1.04
Spruce Av	Collector	La Brea Av	Manchester Av	1,310	1,650	2,960	178.39	173.04	3.21	2.14	31.57	30.63	0.57	0.38
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	2,651	2,982	5,633	339.48	329.30	6.11	4.07	60.09	58.28	1.08	0.72
		Prairie Av	Kareem Ct	10,304	8,747	19,051	1,148.14	1,113.70	20.67	13.78	203.21	197.11	3.66	2.44
		Kareem Ct	Crenshaw Bl	7,579	6,777	14,356	865.19	839.23	15.57	10.38	153.13	148.54	2.76	1.84
Hardy St	Collector	La Brea Av	Prairie Ave	2,201	2,401	4,602	277.35	269.03	4.99	3.33	49.09	47.62	0.88	0.59
104th St	Collector	Grevillea Av	Hawthorne Bl	3,587	3,219	6,806	410.17	397.87	7.38	4.92	72.60	70.42	1.31	0.87
		Hawthorne Bl	Prairie Ave	1,903	2,186	4,089	246.43	239.04	4.44	2.96	43.62	42.31	0.79	0.52
		Prairie Av	Doty Av	1,858	1,737	3,595	216.66	210.16	3.90	2.60	38.35	37.20	0.69	0.46

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2026) WITHOUT ITC PROJECT

STREET	Facility Type	Segment		Future (2026) ADT w/o Project			NFL Event ADT w/o Project			Future (2026) + NFL Event ADT w/o Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
NORTH/SOUTH STREETS												
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	13,159	12,909	26,068	77	77	154	13,236	12,986	26,222
		Florence Av	Manchester Bl	15,366	14,581	29,947	311	184	495	15,677	14,765	30,442
		Manchester Bl	Spruce Av/Market St	13,087	12,029	25,116	128	128	256	13,215	12,157	25,372
		Spruce Av/Market St	Arbor Vitae St	16,653	17,222	33,875	328	328	656	16,981	17,550	34,531
		Arbor Vitae St	Hardy St	16,303	16,208	32,511	485	434	919	16,788	16,642	33,430
		Hardy St	Century Bl	17,867	18,279	36,146	576	525	1,101	18,443	18,804	37,247
Hawthorne Bl	Major Arterial	Century Bl	104th St	26,658	26,772	53,430	505	303	808	27,163	27,075	54,238
		104th St	Lennox Bl	28,713	29,990	58,703	505	303	808	29,218	30,293	59,511
Prairie Av	Major Arterial	Florence Av	Regent St	11,321	13,382	24,703	343	923	1,266	11,664	14,305	25,969
		Regent St	Manchester Bl	11,311	12,703	24,014	343	923	1,266	11,654	13,626	25,280
		Manchester Bl	Pincay Dr/Kelso St	16,316	18,732	35,048	2,415	1,804	4,219	18,731	20,536	39,267
		Pincay Dr/Kelso St	Arbor Vitae St	19,520	20,594	40,114	1,565	903	2,468	21,085	21,497	42,582
		Arbor Vitae St	Hardy St	17,529	18,375	35,904	1,445	1,053	2,498	18,974	19,428	38,402
		Hardy St	97th St	20,311	21,778	42,089	2,795	2,184	4,979	23,106	23,962	47,068
		97th St	Century Bl	20,311	21,778	42,089	2,795	2,184	4,979	23,106	23,962	47,068
		Century Bl	102nd St	16,858	18,861	35,719	4,557	2,077	6,634	21,415	20,938	42,353
		102nd St	104th St	16,597	18,888	35,485	5,360	2,816	8,176	21,957	21,704	43,661
		104th St	Lennox Bl	16,724	18,834	35,558	5,360	2,817	8,177	22,084	21,651	43,735
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	13,261	14,181	27,442	521	1,392	1,913	13,782	15,573	29,355
		Manchester Bl	Pincay Dr/90th St	14,044	16,150	30,194	1,152	4,042	5,194	15,196	20,192	35,388
		Pincay Dr/90th St	Arbor Vitae St	17,415	20,170	37,585	3,783	3,613	7,396	21,198	23,783	44,981
		Arbor Vitae St	Hardy St	16,831	18,993	35,824	3,783	3,613	7,396	20,614	22,606	43,220
		Hardy St	Century Bl	17,545	19,586	37,131	3,783	3,613	7,396	21,328	23,199	44,527
		Century Bl	104th St	15,677	17,644	33,321	3,536	4,476	8,012	19,213	22,120	41,333
Market St	Minor Arterial	Florence Av	Regent St	2,252	2,272	4,524	0	0	0	2,252	2,272	4,524
		Regent St	Manchester Bl	4,221	5,146	9,367	0	0	0	4,221	5,146	9,367
Myrtle Av	Collector	Arbor Vitae St	Hardy St	2,207	2,429	4,636	0	0	0	2,207	2,429	4,636
Doty Av	Collector	Century Bl	104th St	4,864	5,150	10,014	104	104	208	4,968	5,254	10,222
Yukon Av	Collector	Century Bl	104th St	6,080	5,629	11,709	75	75	150	6,155	5,704	11,859
Locust St	Collector	Florence Av	Manchester Bl	2,494	2,521	5,015	310	310	620	2,804	2,831	5,635
EAST/WEST STREETS												
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	14,396	14,178	28,574	79	30	109	14,475	14,208	28,683
Florence Av	Major Arterial	Fir Av	La Brea Av	9,781	9,486	19,267	1,917	416	2,333	11,698	9,902	21,600
		La Brea Av	Market St	13,127	10,555	23,682	1,948	447	2,395	15,075	11,002	26,077
		Market St	Centinela Av	15,860	13,555	29,415	2,060	559	2,619	17,920	14,114	32,034
		Centinela Av	Prairie Av	23,694	21,774	45,468	2,090	638	2,728	25,784	22,412	48,196
		Prairie Ave	West Bl	23,124	23,028	46,152	1,167	295	1,462	24,291	23,323	47,614
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	12,284	12,463	24,747	1,877	3,453	5,330	14,161	15,916	30,077
		La Brea Av	Market St	12,385	12,471	24,856	1,807	3,510	5,317	14,192	15,981	30,173
		Market St	Locust St	9,640	9,650	19,290	1,807	3,510	5,317	11,447	13,160	24,607
		Locust St	Hillcrest Bl	11,702	11,955	23,657	1,671	3,374	5,045	13,373	15,329	28,702
		Hillcrest Bl	Spruce Av	15,128	15,086	30,214	1,671	3,374	5,045	16,799	18,460	35,259
		Spruce Av	Prairie Av	17,038	17,326	34,364	1,671	3,374	5,045	18,709	20,700	39,409
		Prairie Av	Kareem Ct	17,716	18,782	36,498	1,421	2,269	3,690	19,137	21,051	40,188
		Kareem Ct	Crenshaw Dr	23,000	22,912	45,912	3,282	681	3,963	26,282	23,593	49,875
		Crenshaw Dr	Crenshaw Bl	16,422	16,876	33,298	3,293	692	3,985	19,715	17,568	37,283
		Crenshaw Bl	Van Ness Av	17,365	18,466	35,831	2,412	1,830	4,242	19,777	20,296	40,073
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	7,894	8,434	16,328	17	17	34	7,911	8,451	16,362
		La Brea Av	Myrtle Av	6,970	6,850	13,820	368	317	685	7,338	7,167	14,505
		Myrtle Av	Prairie Av	5,820	6,134	11,954	368	317	685	6,188	6,451	12,639
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	30,502	30,599	61,101	3,494	4,059	7,553	33,996	34,658	68,654
		La Brea Av/Hawthorne Bl	Myrtle Av	24,723	24,523	49,246	3,463	3,877	7,340	28,186	28,400	56,586
		Myrtle Av	Freeman Av	23,646	22,815	46,461	3,464	3,877	7,341	27,110	26,692	53,802
		Freeman Av	Prairie Av	20,974	20,798	41,772	3,464	3,877	7,341	24,438	24,675	49,113
		Prairie Av	Doty Av	25,708	26,073	51,781	3,824	2,305	6,129	29,532	28,378	57,910
		Doty Av	HP Casino Dr	25,565	25,906	51,471	3,720	2,201	5,921	29,285	28,107	57,392
		HP Casino Dr	Yukon Av	25,409	26,307	51,716	3,720	2,201	5,921	29,129	28,508	57,637
		Yukon Av	Club Dr	23,925	24,239	48,164	3,706	2,187	5,893	27,631	26,426	54,057
		Club Dr	Crenshaw Bl	25,118	24,744	49,862	3,706	2,187	5,893	28,824	26,931	55,755
		Crenshaw Bl	Van Ness Av	21,489	21,018	42,507	2,082	1,673	3,755	23,571	22,691	46,262
Regent St	Collector	Grevillea Av	La Brea Av	3,840	3,650	7,490	0	0	0	3,840	3,650	7,490
		La Brea Av	Market St	9,504	9,370	18,874	0	0	0	9,504	9,370	18,874
		Market St	Prairie Ave	4,265	4,924	9,189	0	0	0	4,265	4,924	9,189
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	5,508	5,852	11,360	0	0	0	5,508	5,852	11,360
		La Brea Av	Market St	4,670	4,379	9,049	0	0	0	4,670	4,379	9,049
		Market St	Nutwood St / Locust St	5,151	5,564	10,715	200	200	400	5,351	5,764	11,115
		Nutwood St / Locust St	Manchester Bl	3,206	3,364	6,570	0	0	0	3,206	3,364	6,570

NB		SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
Daytime	Nighttime										
797.69	141.184	782.6229	138.5173	1,580.31	1,532.90	28.45	18.96	279.70	271.31	5.03	3.36
944.801	167.221	889.8373	157.4933	1,834.64	1,779.60	33.02	22.02	324.71	314.97	5.84	3.90
796.424	140.96	732.6619	129.6747	1,529.09	1,483.21	27.52	18.35	270.63	262.52	4.87	3.25
1023.39	181.131	1057.68	187.2	2,081.07	2,018.64	37.46	24.97	368.33	357.28	6.63	4.42
1011.76	179.072	1002.958	177.5147	2,014.71	1,954.27	36.26	24.18	356.59	345.89	6.42	4.28
1111.5	196.725	1133.254	200.576	2,244.75	2,177.41	40.41	26.94	397.30	385.38	7.15	4.77
1637.02	289.739	1631.72	288.8	3,268.74	3,170.68	58.84	39.22	578.54	561.18	10.41	6.94
1760.87	311.659	1825.658	323.1253	3,586.53	3,478.93	64.56	43.04	634.78	615.74	11.43	7.62
702.95	124.416	862.1147	152.5867	1,565.07	1,518.11	28.17	18.78	277.00	268.69	4.99	3.32
702.348	124.309	821.1936	145.344	1,523.54	1,477.84	27.42	18.28	269.65	261.56	4.85	3.24
1128.85	199.797	1237.636	219.0507	2,366.49	2,295.50	42.60	28.40	418.85	406.28	7.54	5.03
1270.72	224.907	1295.553	229.3013	2,566.28	2,489.29	46.19	30.80	454.21	440.58	8.18	5.45
1143.5	202.389	1170.861	207.232	2,314.36	2,244.93	41.66	27.77	409.62	397.33	7.37	4.92
1392.52	246.464	1444.11	255.5947	2,836.63	2,751.53	51.06	34.04	502.06	487.00	9.04	6.02
1392.52	246.464	1444.11	255.5947	2,836.63	2,751.53	51.06	34.04	502.06	487.00	9.04	6.02
1290.61	228.427	1261.863	223.3387	2,552.47	2,475.90	45.94	30.63	451.77	438.21	8.13	5.42
1323.28	234.208	1308.028	231.5093	2,631.30	2,552.36	47.36	31.58	465.72	451.75	8.38	5.59
1330.93	235.563	1304.834	230.944	2,635.76	2,556.69	47.44	31.63	466.51	452.51	8.40	5.60
830.595	147.008	938.5328	166.112	1,769.13	1,716.05	31.84	21.23	313.12	303.73	5.64	3.76
915.812	162.091	1216.905	215.3813	2,132.72	2,068.74	38.39	25.59	377.47	366.15	6.79	4.53
1277.53	226.112	1433.322	253.6853	2,710.85	2,629.53	48.80	32.53	479.80	465.40	8.64	5.76
1242.34	219.883	1362.388	241.1307	2,604.73	2,526.58	46.89	31.26	461.01	447.18	8.30	5.53
1285.37	227.499	1398.126	247.456	2,683.49	2,602.99	48.30	32.20	474.95	460.71	8.55	5.70
1157.9	204.939	1333.099	235.9467	2,491.00	2,416.27	44.84	29.89	440.89	427.66	7.94	5.29
135.721	24.0213	136.9259	24.23467	272.65	264.47	4.91	3.27	48.26	46.81	0.87	0.58
254.386	45.024	310.1323	54.89067	564.52	547.58	10.16	6.77	99.91	96.92	1.80	1.20
133.009	23.5413	146.3877	25.90933	279.40	271.01	5.03	3.35	49.45	47.97	0.89	0.59
299.405	52.992	316.6411	56.04267	616.05	597.56	11.09	7.39	109.03	105.76	1.96	1.31
370.941	65.6533	343.7611	60.84267	714.70	693.26	12.86	8.58	126.50	122.70	2.28	1.52
168.988	29.9093	170.6149	30.19733	339.60	329.41	6.11	4.08	60.11	58.30	1.08	0.72
872.36	154.4	856.2688	151.552	1,728.63	1,676.77	31.12	20.74	305.95	296.77	5.51	3.67
704.999	124.779	596.7605	105.6213	1,301.76	1,262.71	23.43	15.62	230.40	223.49	4.15	2.76
908.52	160.8	663.0539	117.3547	1,571.57	1,524.43	28.29	18.86	278.15	269.81	5.01	3.34
1079.98	191.147	850.6037	150.5493	1,930.58	1,872.66	34.75	23.17	341.70	331.45	6.15	4.10
1553.92	275.029	1350.697	239.0613	2,904.61	2,817.47	52.28	34.86	514.09	498.67	9.25	6.17
1463.94	259.104	1405.599	248.7787	2,869.54	2,783.45	51.65	34.43	507.88	492.65	9.14	6.09
853.436	151.051	959.2043	169.7707	1,812.64	1,758.26	32.63	21.75	320.82	311.20	5.77	3.85
855.305	151.381	963.1216	170.464	1,818.43	1,763.87	32.73	21.82	321.85	312.19	5.79	3.86
689.873	122.101	793.1093	140.3733	1,482.98	1,438.49	26.69	17.80	262.47	254.60	4.72	3.15
805.946	142.645	923.8277	163.5093	1,729.77	1,677.88	31.14	20.76	306.15	296.97	5.51	3.67
1012.42	179.189	1112.523	196.9067	2,124.94	2,061.19	38.25	25.50	376.10	364.81	6.77	4.51
1127.53	199.563	1247.52	220.8	2,375.05	2,303.80	42.75	28.50	420.36	407.75	7.57	5.04
1153.32	204.128	1268.674	224.544	2,422.00	2,349.34	43.60	29.06	428.67	415.81	7.72	5.14
1583.93	280.341	1421.871	251.6587	3,005.80	2,915.63	54.10	36.07	532.00	516.04	9.58	6.38
1188.16	210.293	1058.765	187.392	2,246.92	2,179.51	40.44	26.96	397.69	385.75	7.16	4.77
1191.89	210.955	1223.172	216.4907	2,415.07	2,342.61	43.47	28.98	427.45	414.62	7.69	5.13
476.77	84.384	509.3136	90.144	986.08	956.50	17.75	11.83	174.53	169.29	3.14	2.09
442.237	78.272	431.9312	76.448	874.17	847.94	15.74	10.49	154.72	150.08	2.78	1.86
372.93	66.0053	388.7803	68.81067	761.71	738.86	13.71	9.14	134.82	130.77	2.43	1.62
2048.83	362.624	2088.722	369.6853	4,137.55	4,013.42	74.48	49.65	732.31	710.34	13.18	8.79
1698.68	300.651	1711.573	302.9333	3,410.25	3,307.94	61.38	40.92	603.58	585.48	10.86	7.24
1633.83	289.173	1608.638	284.7147	3,242.47	3,145.19	58.36	38.91	573.89	556.67	10.33	6.89
1472.8	260.672	1487.08	263.2	2,959.88	2,871.08	53.28	35.52	523.87	508.16	9.43	6.29
1779.8	315.008	1710.247	302.6987	3,490.04	3,385.34	62.82	41.88	617.71	599.18	11.12	7.41
1764.91	312.373	1693.915	299.808	3,458.82	3,355.06	62.26	41.51	612.18	593.82	11.02	7.35
1755.51	310.709	1718.082	304.0853	3,473.59	3,369.38	62.52	41.68	614.79	596.35	11.07	7.38
1665.23	294.731	1592.607	281.8773	3,257.84	3,160.10	58.64	39.09	576.61	559.31	10.38	6.92
1737.13	307.456	1623.042	287.264	3,360.17	3,259.36	60.48	40.32	594.72	576.88	10.70	7.14
1420.55	251.424	1367.511	242.0373	2,788.06	2,704.41	50.19	33.46	493.46	478.66	8.88	5.92
231.424	40.96	219.9733	38.93333	451.40	437.86	8.13	5.42	79.89	77.50	1.44	0.96
572.774	101.376	564.6987	99.94667	1,137.47	1,103.35	20.47	13.65	201.32	195.28	3.62	2.42
257.037	45.4933	296.7531	52.52267	553.79	537.18	9.97	6.65	98.02	95.08	1.76	1.18
331.949	58.752	352.6805	62.42133	684.63	664.09	12.32	8.22	121.17	117.54	2.18	1.45
281.445	49.8133	263.9077	46.70933	545.35	528.99	9.82	6.54	96.52	93.63	1.74	1.16
322.487	57.0773	347.3771	61.48267	669.86	649.77	12.06	8.04	118.56	115.00	2.13	1.42
193.215	34.1973	202.7371	35.88267	395.95	384.07	7.13	4.75	70.08	67.98	1.26	0.84

FUTURE (2026) WITHOUT ITC PROJECT

STREET	Facility Type	Segment		Future (2026) ADT w/o Project			NFL Event ADT w/o Project			Future (2026) + NFL Event ADT w/o Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
		Manchester Bl	Florence Av	4,952	5,304	10,256	0	0	0	4,952	5,304	10,256
Spruce Av	Collector	La Brea Av	Manchester Av	3,903	4,250	8,153	0	0	0	3,903	4,250	8,153
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	3,558	3,692	7,250	0	0	0	3,558	3,692	7,250
		Prairie Av	Kareem Ct	12,135	10,917	23,052	952	901	1,853	13,087	11,818	24,905
		Kareem Ct	Crenshaw Bl	9,828	8,977	18,805	2,986	6,047	9,033	12,814	15,024	27,838
Hardy St	Collector	La Brea Av	Prairie Ave	3,620	3,750	7,370	0	0	0	3,620	3,750	7,370
104th St	Collector	Grevillea Av	Hawthorne Bl	4,505	3,821	8,326	0	0	0	4,505	3,821	8,326
		Hawthorne Bl	Prairie Ave	2,492	2,660	5,152	0	0	0	2,492	2,660	5,152
		Prairie Av	Doty Av	3,557	3,266	6,823	0	0	0	3,557	3,266	6,823

NB		SB		Total	Daytime	MT	HT	Total	Nighttime MT		HT
298.441	52.8213	319.6544	56.576	618.09	599.55	11.13	7.42	109.40	106.12	1.97	1.31
235.221	41.632	256.1333	45.33333	491.35	476.61	8.84	5.90	86.97	84.36	1.57	1.04
214.429	37.952	222.5045	39.38133	436.93	423.83	7.86	5.24	77.33	75.01	1.39	0.93
788.71	139.595	712.2315	126.0587	1,500.94	1,455.91	27.02	18.01	265.65	257.68	4.78	3.19
772.257	136.683	905.4464	160.256	1,677.70	1,627.37	30.20	20.13	296.94	288.03	5.34	3.56
218.165	38.6133	226	40	444.17	430.84	7.99	5.33	78.61	76.25	1.42	0.94
271.501	48.0533	230.2789	40.75733	501.78	486.73	9.03	6.02	88.81	86.15	1.60	1.07
150.185	26.5813	160.3093	28.37333	310.49	301.18	5.59	3.73	54.95	53.31	0.99	0.66
214.369	37.9413	196.8309	34.83733	411.20	398.86	7.40	4.93	72.78	70.60	1.31	0.87

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2026) WITH ITC PROJECT

STREET	Facility Type	Segment		Future (2026) ADT w/Project			NFL Event ADT w/Project			Future (2026) + NFL Event ADT w/Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
NORTH/SOUTH STREETS												
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	13,093	12,842	25,935	68	68	136	13,161	12,910	26,071
		Florence Av	Manchester Bl	15,305	14,525	29,830	277	164	441	15,582	14,689	30,271
		Manchester Bl	Spruce Av/Market St	13,042	11,991	25,033	114	114	228	13,156	12,105	25,261
		Spruce Av/Market St	Arbor Vitae St	16,554	17,123	33,677	295	295	590	16,849	17,418	34,267
		Arbor Vitae St	Hardy St	16,239	16,148	32,387	432	387	819	16,671	16,535	33,206
		Hardy St	Century Bl	17,789	18,201	35,990	513	468	981	18,302	18,669	36,971
Hawthorne Bl	Major Arterial	Century Bl	104th St	26,581	26,684	53,265	374	270	644	26,955	26,954	53,909
		104th St	Lennox Bl	28,637	29,902	58,539	374	270	644	29,011	30,172	59,183
Prairie Av	Major Arterial	Florence Av	Regent St	11,190	13,256	24,446	230	745	975	11,420	14,001	25,421
		Regent St	Manchester Bl	11,173	12,573	23,746	230	745	975	11,403	13,318	24,721
		Manchester Bl	Pincay Dr/Kelso St	16,063	18,478	34,541	2,070	1,611	3,681	18,133	20,089	38,222
		Pincay Dr/Kelso St	Arbor Vitae St	19,186	20,263	39,449	1,400	812	2,212	20,586	21,075	41,661
		Arbor Vitae St	Hardy St	17,176	18,042	35,218	1,294	873	2,167	18,470	18,915	37,385
		Hardy St	97th St	19,874	21,343	41,217	2,492	1,949	4,441	22,366	23,292	45,658
		97th St	Century Bl	19,874	21,343	41,217	2,492	1,950	4,442	22,366	23,293	45,659
		Century Bl	102nd St	16,522	18,522	35,044	4,128	1,853	5,981	20,650	20,375	41,025
		102nd St	104th St	16,283	18,564	34,847	4,840	2,510	7,350	21,123	21,074	42,197
		104th St	Lennox Bl	16,427	18,532	34,959	4,840	2,510	7,350	21,267	21,042	42,309
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	13,204	14,123	27,327	463	1,334	1,797	13,667	15,457	29,124
		Manchester Bl	Pincay Dr/90th St	13,998	16,099	30,097	1,021	3,836	4,857	15,019	19,935	34,954
		Pincay Dr/90th St	Arbor Vitae St	17,322	20,068	37,390	3,536	3,282	6,818	20,858	23,350	44,208
		Arbor Vitae St	Hardy St	16,746	18,903	35,649	3,535	3,282	6,817	20,281	22,185	42,466
		Hardy St	Century Bl	17,450	19,489	36,939	3,535	3,282	6,817	20,985	22,771	43,756
		Century Bl	104th St	15,625	17,594	33,219	3,221	4,048	7,269	18,846	21,642	40,488
Market St	Minor Arterial	Florence Av	Regent St	2,245	2,263	4,508	0	0	0	2,245	2,263	4,508
		Regent St	Manchester Bl	4,162	5,087	9,249	0	0	0	4,162	5,087	9,249
Myrtle Av	Collector	Arbor Vitae St	Hardy St	2,157	2,374	4,531	0	0	0	2,157	2,374	4,531
Doty Av	Collector	Century Bl	104th St	4,718	4,996	9,714	92	92	184	4,810	5,088	9,898
Yukon Av	Collector	Century Bl	104th St	5,954	5,505	11,459	66	66	132	6,020	5,571	11,591
Locust St	Collector	Florence Av	Manchester Bl	2,479	2,505	4,984	278	278	556	2,757	2,783	5,540
EAST/WEST STREETS												
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	14,307	14,097	28,404	70	26	96	14,377	14,123	28,500
Florence Av	Major Arterial	Fir Av	La Brea Av	9,781	9,486	19,267	1,800	370	2,170	11,581	9,856	21,437
		La Brea Av	Market St	13,122	10,553	23,675	1,827	397	2,224	14,949	10,950	25,899
		Market St	Centinela Av	15,847	13,541	29,388	1,852	422	2,274	17,699	13,963	31,662
		Centinela Av	Prairie Av	23,632	21,716	45,348	1,878	492	2,370	25,510	22,208	47,718
		Prairie Ave	West Bl	23,063	22,975	46,038	1,134	262	1,396	24,197	23,237	47,434
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	12,196	12,369	24,565	1,668	3,231	4,899	13,864	15,600	29,464
		La Brea Av	Market St	12,297	12,377	24,674	1,605	3,281	4,886	13,902	15,658	29,560
		Market St	Locust St	9,602	9,611	19,213	1,605	3,281	4,886	11,207	12,892	24,099
		Locust St	Hillcrest Bl	11,638	11,892	23,530	1,484	3,160	4,644	13,122	15,052	28,174
		Hillcrest Bl	Spruce Av	15,003	14,966	29,969	1,484	3,160	4,644	16,487	18,126	34,613
		Spruce Av	Prairie Av	16,885	17,170	34,055	1,484	3,160	4,644	18,369	20,330	38,699
		Prairie Av	Kareem Ct	17,587	18,649	36,236	1,260	2,262	3,522	18,847	20,911	39,758
		Kareem Ct	Crenshaw Dr	22,744	22,672	45,416	3,098	604	3,702	25,842	23,276	49,118
		Crenshaw Dr	Crenshaw Bl	16,283	16,754	33,037	3,108	614	3,722	19,391	17,368	36,759
		Crenshaw Bl	Van Ness Av	17,237	18,351	35,588	2,248	1,698	3,946	19,485	20,049	39,534
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	7,775	8,308	16,083	15	15	30	7,790	8,323	16,113
		La Brea Av	Myrtle Av	6,827	6,705	13,532	331	286	617	7,158	6,991	14,149
		Myrtle Av	Prairie Av	5,732	6,030	11,762	331	286	617	6,063	6,316	12,379
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	30,406	30,498	60,904	3,164	3,603	6,767	33,570	34,101	67,671
		La Brea Av/Hawthorne Bl	Myrtle Av	24,601	24,386	48,987	3,061	3,441	6,502	27,662	27,827	55,489
		Myrtle Av	Freeman Av	23,526	22,689	46,215	3,061	3,441	6,502	26,587	26,130	52,717
		Freeman Av	Prairie Av	20,858	20,675	41,533	3,061	3,441	6,502	23,919	24,116	48,035
		Prairie Av	Doty Av	25,457	25,811	51,268	3,453	2,045	5,498	28,910	27,856	56,766
		Doty Av	HP Casino Dr	25,294	25,627	50,921	3,360	1,953	5,313	28,654	27,580	56,234
		HP Casino Dr	Yukon Av	25,143	26,016	51,159	3,360	1,953	5,313	28,503	27,969	56,472
		Yukon Av	Club Dr	23,677	23,972	47,649	3,348	1,940	5,288	27,025	25,912	52,937
		Club Dr	Crenshaw Bl	24,834	24,461	49,295	3,349	1,941	5,290	28,183	26,402	54,585
		Crenshaw Bl	Van Ness Av	21,326	20,859	42,185	1,848	1,520	3,368	23,174	22,379	45,553
Regent St	Collector	Grevillea Av	La Brea Av	3,819	3,632	7,451	0	0	0	3,819	3,632	7,451
		La Brea Av	Market St	9,410	9,274	18,684	0	0	0	9,410	9,274	18,684
		Market St	Prairie Ave	4,238	4,896	9,134	0	0	0	4,238	4,896	9,134
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	5,476	5,815	11,291	0	0	0	5,476	5,815	11,291
		La Brea Av	Market St	4,647	4,356	9,003	0	0	0	4,647	4,356	9,003
		Market St	Nutwood St / Locust St	5,126	5,538	10,664	181	181	362	5,307	5,719	11,026
		Nutwood St / Locust St	Manchester Bl	3,205	3,363	6,568	0	0	0	3,205	3,363	6,568

NB Daytime	NB Nighttime	SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
793.17	140.384	778.0427	137.7067	1,571.21	1,524.08	28.28	18.85	278.09	269.75	5.01	3.34
939.075	166.208	885.2571	156.6827	1,824.33	1,769.60	32.84	21.89	322.89	313.20	5.81	3.87
792.868	140.331	729.528	129.12	1,522.40	1,476.72	27.40	18.27	269.45	261.37	4.85	3.23
1015.43	179.723	1049.725	185.792	2,065.16	2,003.20	37.17	24.78	365.51	354.55	6.58	4.39
1004.71	177.824	996.5093	176.3733	2,001.21	1,941.18	36.02	24.01	354.20	343.57	6.38	4.25
1103	195.221	1125.118	199.136	2,228.12	2,161.28	40.11	26.74	394.36	382.53	7.10	4.73
1624.49	287.52	1624.428	287.5093	3,248.92	3,151.45	58.48	38.99	575.03	557.78	10.35	6.90
1748.4	309.451	1818.366	321.8347	3,566.76	3,459.76	64.20	42.80	631.29	612.35	11.36	7.58
688.245	121.813	843.7936	149.344	1,532.04	1,486.08	27.58	18.38	271.16	263.02	4.88	3.25
687.221	121.632	802.6315	142.0587	1,489.85	1,445.16	26.82	17.88	263.69	255.78	4.75	3.16
1092.82	193.419	1210.697	214.2827	2,303.51	2,234.41	41.46	27.64	407.70	395.47	7.34	4.89
1240.65	219.584	1270.12	224.8	2,510.77	2,435.45	45.19	30.13	444.38	431.05	8.00	5.33
1113.13	197.013	1139.944	201.76	2,253.07	2,185.48	40.56	27.04	398.77	386.81	7.18	4.79
1347.92	238.571	1403.731	248.448	2,751.66	2,669.11	49.53	33.02	487.02	472.41	8.77	5.84
1347.92	238.571	1403.791	248.4587	2,751.72	2,669.16	49.53	33.02	487.03	472.42	8.77	5.84
1244.51	220.267	1227.933	217.3333	2,472.44	2,398.27	44.50	29.67	437.60	424.47	7.88	5.25
1273.01	225.312	1270.06	224.7893	2,543.07	2,466.78	45.78	30.52	450.10	436.60	8.10	5.40
1281.69	226.848	1268.131	224.448	2,549.82	2,473.33	45.90	30.60	451.30	437.76	8.12	5.42
823.665	145.781	931.5419	164.8747	1,755.21	1,702.55	31.59	21.06	310.66	301.34	5.59	3.73
905.145	160.203	1201.416	212.64	2,106.56	2,043.36	37.92	25.28	372.84	361.66	6.71	4.47
1257.04	222.485	1407.227	249.0667	2,664.27	2,584.34	47.96	31.97	471.55	457.41	8.49	5.66
1222.27	216.331	1337.016	236.64	2,559.28	2,482.51	46.07	30.71	452.97	439.38	8.15	5.44
1264.7	223.84	1372.332	242.8907	2,637.03	2,557.92	47.47	31.64	466.73	452.73	8.40	5.60
1135.79	201.024	1304.291	230.848	2,440.08	2,366.87	43.92	29.28	431.87	418.92	7.77	5.18
135.299	23.9467	136.3835	24.13867	271.68	263.53	4.89	3.26	48.09	46.64	0.87	0.58
250.83	44.3947	306.5765	54.26133	557.41	540.68	10.03	6.69	98.66	95.70	1.78	1.18
129.995	23.008	143.0731	25.32267	273.07	264.88	4.92	3.28	48.33	46.88	0.87	0.58
289.883	51.3067	306.6368	54.272	596.52	578.62	10.74	7.16	105.58	102.41	1.90	1.27
362.805	64.2133	335.7456	59.424	698.55	677.59	12.57	8.38	123.64	119.93	2.23	1.48
166.155	29.408	167.7221	29.68533	333.88	323.86	6.01	4.01	59.09	57.32	1.06	0.71
866.454	153.355	851.1461	150.6453	1,717.60	1,666.07	30.92	20.61	304.00	294.88	5.47	3.65
697.948	123.531	593.9883	105.1307	1,291.94	1,253.18	23.25	15.50	228.66	221.80	4.12	2.74
900.926	159.456	659.92	116.8	1,560.85	1,514.02	28.10	18.73	276.26	267.97	4.97	3.32
1066.66	188.789	841.5035	148.9387	1,908.16	1,850.92	34.35	22.90	337.73	327.60	6.08	4.05
1537.4	272.107	1338.402	236.8853	2,875.80	2,789.53	51.76	34.51	508.99	493.72	9.16	6.11
1458.27	258.101	1400.417	247.8613	2,858.69	2,772.93	51.46	34.30	505.96	490.78	9.11	6.07
835.537	147.883	940.16	166.4	1,775.70	1,722.43	31.96	21.31	314.28	304.85	5.66	3.77
837.827	148.288	943.6555	167.0187	1,781.48	1,728.04	32.07	21.38	315.31	305.85	5.68	3.78
675.409	119.541	776.9579	137.5147	1,452.37	1,408.80	26.14	17.43	257.06	249.34	4.63	3.08
790.819	139.968	907.1339	160.5547	1,697.95	1,647.01	30.56	20.38	300.52	291.51	5.41	3.61
993.617	175.861	1092.394	193.344	2,086.01	2,023.43	37.55	25.03	369.21	358.13	6.65	4.43
1107.04	195.936	1225.221	216.8533	2,332.26	2,262.29	41.98	27.99	412.79	400.41	7.43	4.95
1135.85	201.035	1260.236	223.0507	2,396.08	2,324.20	43.13	28.75	424.09	411.36	7.63	5.09
1557.41	275.648	1402.767	248.2773	2,960.18	2,871.37	53.28	35.52	523.93	508.21	9.43	6.29
1168.63	206.837	1046.711	185.2587	2,215.34	2,148.88	39.88	26.58	392.10	380.33	7.06	4.71
1174.3	207.84	1208.286	213.856	2,382.58	2,311.10	42.89	28.59	421.70	409.05	7.59	5.06
469.477	83.0933	501.5995	88.77867	971.08	941.94	17.48	11.65	171.87	166.72	3.09	2.06
431.389	76.352	421.3243	74.57067	852.71	827.13	15.35	10.23	150.92	146.39	2.72	1.81
365.397	64.672	380.6443	67.37067	746.04	723.66	13.43	8.95	132.04	128.08	2.38	1.58
2023.15	358.08	2055.154	363.744	4,078.31	3,955.96	73.41	48.94	721.82	700.17	12.99	8.66
1667.1	295.061	1677.041	296.8213	3,344.14	3,243.81	60.19	40.13	591.88	574.13	10.65	7.10
1602.31	283.595	1574.768	278.72	3,177.08	3,081.77	57.19	38.12	562.31	545.45	10.12	6.75
1441.52	255.136	1453.391	257.2373	2,894.91	2,808.06	52.11	34.74	512.37	497.00	9.22	6.15
1742.31	308.373	1678.788	297.1307	3,421.10	3,318.46	61.58	41.05	605.50	587.34	10.90	7.27
1726.88	305.643	1662.155	294.1867	3,389.04	3,287.36	61.00	40.67	599.83	581.83	10.80	7.20
1717.78	304.032	1685.598	298.336	3,403.38	3,301.28	61.26	40.84	602.37	584.30	10.84	7.23
1628.71	288.267	1561.63	276.3947	3,190.34	3,094.63	57.43	38.28	564.66	547.72	10.16	6.78
1698.5	300.619	1591.161	281.6213	3,289.66	3,190.97	59.21	39.48	582.24	564.77	10.48	6.99
1396.62	247.189	1348.708	238.7093	2,745.33	2,662.97	49.42	32.94	485.90	471.32	8.75	5.83
230.158	40.736	218.8885	38.74133	449.05	435.58	8.08	5.39	79.48	77.09	1.43	0.95
567.109	100.373	558.9131	98.92267	1,126.02	1,092.24	20.27	13.51	199.30	193.32	3.59	2.39
255.41	45.2053	295.0656	52.224	550.48	533.96	9.91	6.61	97.43	94.51	1.75	1.17
330.02	58.4107	350.4507	62.02667	680.47	660.06	12.25	8.17	120.44	116.82	2.17	1.45
280.059	49.568	262.5216	46.464	542.58	526.30	9.77	6.51	96.03	93.15	1.73	1.15
319.835	56.608	344.6651	61.00267	664.50	644.57	11.96	7.97	117.61	114.08	2.12	1.41
193.155	34.1867	202.6768	35.872	395.83	383.96	7.12	4.75	70.06	67.96	1.26	0.84

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2026) WITH ITC PROJECT

STREET	Facility Type	Segment		Future (2026) ADT w/Project			NFL Event ADT w/Project			Future (2026) + NFL Event ADT w/Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
		Manchester Bl	Florence Av	4,903	5,250	10,153	0	0	0	4,903	5,250	10,153
Spruce Av	Collector	La Brea Av	Manchester Av	3,819	4,160	7,979	0	0	0	3,819	4,160	7,979
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	3,510	3,637	7,147	0	0	0	3,510	3,637	7,147
		Prairie Av	Kareem Ct	11,971	10,751	22,722	928	799	1,727	12,899	11,550	24,449
		Kareem Ct	Crenshaw Bl	9,705	8,851	18,556	2,649	5,716	8,365	12,354	14,567	26,921
Hardy St	Collector	La Brea Av	Prairie Ave	3,519	3,646	7,165	0	0	0	3,519	3,646	7,165
104th St	Collector	Grevillea Av	Hawthorne Bl	4,504	3,820	8,324	0	0	0	4,504	3,820	8,324
		Hawthorne Bl	Prairie Ave	2,487	2,653	5,140	0	0	0	2,487	2,653	5,140
		Prairie Av	Doty Av	3,535	3,245	6,780	0	0	0	3,535	3,245	6,780

NB		SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
295.487	52.2987	316.4	56	611.89	593.53	11.01	7.34	108.30	105.05	1.95	1.30
230.158	40.736	250.7093	44.37333	480.87	466.44	8.66	5.77	85.11	82.56	1.53	1.02
211.536	37.44	219.1899	38.79467	430.73	417.80	7.75	5.17	76.23	73.95	1.37	0.91
777.38	137.589	696.08	123.2	1,473.46	1,429.26	26.52	17.68	260.79	252.97	4.69	3.13
744.534	131.776	877.9045	155.3813	1,622.44	1,573.77	29.20	19.47	287.16	278.54	5.17	3.45
212.078	37.536	219.7323	38.89067	431.81	418.86	7.77	5.18	76.43	74.13	1.38	0.92
271.441	48.0427	230.2187	40.74667	501.66	486.61	9.03	6.02	88.79	86.13	1.60	1.07
149.883	26.528	159.8875	28.29867	309.77	300.48	5.58	3.72	54.83	53.18	0.99	0.66
213.043	37.7067	195.5653	34.61333	408.61	396.35	7.35	4.90	72.32	70.15	1.30	0.87

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2045) WITHOUT ITC PROJECT

STREET	Facility Type	Segment		Future (2045) ADT w/o Project			NFL Event ADT w/o Project			Future (2045) + NFL Event ADT w/o Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
NORTH/SOUTH STREETS												
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	15,053	14,654	29,707	77	77	154	15,130	14,731	29,861
		Florence Av	Manchester Bl	17,317	16,112	33,429	311	184	495	17,628	16,296	33,924
		Manchester Bl	Spruce Av/Market St	15,066	13,746	28,812	128	128	256	15,194	13,874	29,068
		Spruce Av/Market St	Arbor Vitae St	19,159	19,952	39,111	328	328	656	19,487	20,280	39,767
		Arbor Vitae St	Hardy St	19,222	19,211	38,433	485	434	919	19,707	19,645	39,352
		Hardy St	Century Bl	21,387	22,039	43,426	576	525	1,101	21,963	22,564	44,527
Hawthorne Bl	Major Arterial	Century Bl	104th St	31,632	32,659	64,291	505	303	808	32,137	32,962	65,099
		104th St	Lennox Bl	34,144	36,592	70,736	505	303	808	34,649	36,895	71,544
Prairie Av	Major Arterial	Florence Av	Regent St	12,754	15,183	27,937	343	923	1,266	13,097	16,106	29,203
		Regent St	Manchester Bl	12,087	13,738	25,825	343	923	1,266	12,430	14,661	27,091
		Manchester Bl	Pincay Dr/Kelso St	18,848	22,021	40,869	2,415	1,804	4,219	21,263	23,825	45,088
		Pincay Dr/Kelso St	Arbor Vitae St	21,556	23,612	45,168	1,565	903	2,468	23,121	24,515	47,636
		Arbor Vitae St	Hardy St	20,530	21,506	42,036	1,445	1,053	2,498	21,975	22,559	44,534
		Hardy St	97th St	22,677	24,418	47,095	2,795	2,184	4,979	25,472	26,602	52,074
		97th St	Century Bl	22,677	24,418	47,095	2,795	2,184	4,979	25,472	26,602	52,074
		Century Bl	102nd St	19,551	21,775	41,326	4,557	2,077	6,634	24,108	23,852	47,960
		102nd St	104th St	19,315	22,010	41,325	5,360	2,816	8,176	24,675	24,826	49,501
		104th St	Lennox Bl	19,154	21,632	40,786	5,360	2,817	8,177	24,514	24,449	48,963
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	15,237	16,421	31,658	521	1,392	1,913	15,758	17,813	33,571
		Manchester Bl	Pincay Dr/90th St	16,146	18,597	34,743	1,152	4,042	5,194	17,298	22,639	39,937
		Pincay Dr/90th St	Arbor Vitae St	20,501	23,920	44,421	3,783	3,613	7,396	24,284	27,533	51,817
		Arbor Vitae St	Hardy St	19,597	22,175	41,772	3,783	3,613	7,396	23,380	25,788	49,168
		Hardy St	Century Bl	20,381	22,676	43,057	3,783	3,613	7,396	24,164	26,289	50,453
		Century Bl	104th St	18,280	20,578	38,858	3,536	4,476	8,012	21,816	25,054	46,870
Market St	Minor Arterial	Florence Av	Regent St	2,874	2,776	5,650	0	0	0	2,874	2,776	5,650
		Regent St	Manchester Bl	4,781	5,909	10,690	0	0	0	4,781	5,909	10,690
Myrtle Av	Collector	Arbor Vitae St	Hardy St	2,881	3,218	6,099	0	0	0	2,881	3,218	6,099
Doty Av	Collector	Century Bl	104th St	5,196	5,585	10,781	104	104	208	5,300	5,689	10,989
Yukon Av	Collector	Century Bl	104th St	6,572	6,101	12,673	75	75	150	6,647	6,176	12,823
Locust St	Collector	Florence Av	Manchester Bl	2,918	3,054	5,972	310	310	620	3,228	3,364	6,592
EAST/WEST STREETS												
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	16,403	15,912	32,315	79	30	109	16,482	15,942	32,424
Florence Av	Major Arterial	Fir Av	La Brea Av	12,095	11,894	23,989	1,917	416	2,333	14,012	12,310	26,322
		La Brea Av	Market St	15,953	12,913	28,866	1,948	447	2,395	17,901	13,360	31,261
		Market St	Centinela Av	19,027	16,342	35,369	2,060	559	2,619	21,087	16,901	37,988
		Centinela Av	Prairie Av	27,403	25,029	52,432	2,090	638	2,728	29,493	25,667	55,160
		Prairie Ave	West Bl	26,967	26,795	53,762	1,167	295	1,462	28,134	27,090	55,224
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	13,742	13,859	27,601	1,877	3,453	5,330	15,619	17,312	32,931
		La Brea Av	Market St	13,660	13,794	27,454	1,807	3,510	5,317	15,467	17,304	32,771
		Market St	Locust St	10,721	10,626	21,347	1,807	3,510	5,317	12,528	14,136	26,664
		Locust St	Hillcrest Bl	13,200	13,306	26,506	1,671	3,374	5,045	14,871	16,680	31,551
		Hillcrest Bl	Spruce Av	17,489	17,361	34,850	1,671	3,374	5,045	19,160	20,735	39,895
		Spruce Av	Prairie Av	19,464	19,861	39,325	1,671	3,374	5,045	21,135	23,235	44,370
		Prairie Av	Kareem Ct	20,227	21,841	42,068	1,421	2,269	3,690	21,648	24,110	45,758
		Kareem Ct	Crenshaw Dr	27,215	26,912	54,127	3,282	681	3,963	30,497	27,593	58,090
		Crenshaw Dr	Crenshaw Bl	19,287	19,752	39,039	3,293	692	3,985	22,580	20,444	43,024
		Crenshaw Bl	Van Ness Av	20,103	21,050	41,153	2,412	1,830	4,242	22,515	22,880	45,395
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	9,371	9,833	19,204	17	17	34	9,388	9,850	19,238
		La Brea Av	Myrtle Av	8,007	7,669	15,676	368	317	685	8,375	7,986	16,361
		Myrtle Av	Prairie Av	6,606	7,013	13,619	368	317	685	6,974	7,330	14,304
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	38,039	36,892	74,931	3,494	4,059	7,553	41,533	40,951	82,484
		La Brea Av/Hawthorne Bl	Myrtle Av	29,931	29,158	59,089	3,463	3,877	7,340	33,394	33,035	66,429
		Myrtle Av	Freeman Av	29,049	27,781	56,830	3,464	3,877	7,341	32,513	31,658	64,171
		Freeman Av	Prairie Av	25,692	25,289	50,981	3,464	3,877	7,341	29,156	29,166	58,322
		Prairie Av	Doty Av	30,541	30,626	61,167	3,824	2,305	6,129	34,365	32,931	67,296
		Doty Av	HP Casino Dr	29,973	29,982	59,955	3,720	2,201	5,921	33,693	32,183	65,876
		HP Casino Dr	Yukon Av	29,719	30,277	59,996	3,720	2,201	5,921	33,439	32,478	65,917
		Yukon Av	Club Dr	28,120	27,960	56,080	3,706	2,187	5,893	31,826	30,147	61,973
		Club Dr	Crenshaw Bl	29,452	28,705	58,157	3,706	2,187	5,893	33,158	30,892	64,050
		Crenshaw Bl	Van Ness Av	25,519	24,747	50,266	2,082	1,673	3,755	27,601	26,420	54,021
Regent St	Collector	Grevillea Av	La Brea Av	4,797	4,606	9,403	0	0	0	4,797	4,606	9,403
		La Brea Av	Market St	11,269	11,171	22,440	0	0	0	11,269	11,171	22,440
		Market St	Prairie Ave	4,973	5,863	10,836	0	0	0	4,973	5,863	10,836
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	6,801	7,212	14,013	0	0	0	6,801	7,212	14,013
		La Brea Av	Market St	5,540	5,243	10,783	0	0	0	5,540	5,243	10,783
		Market St	Nutwood St / Locust St	6,118	6,597	12,715	200	200	400	6,318	6,797	13,115
		Nutwood St / Locust St	Manchester Bl	3,708	3,955	7,663	0	0	0	3,708	3,955	7,663

NB		SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
Daytime	Nighttime										
911.835	161.387	887.7883	157.1307	1,799.62	1,745.63	32.39	21.60	318.52	308.96	5.73	3.82
1062.38	188.032	982.1056	173.824	2,044.49	1,983.15	36.80	24.53	361.86	351.00	6.51	4.34
915.692	162.069	836.1397	147.9893	1,751.83	1,699.28	31.53	21.02	310.06	300.76	5.58	3.72
1174.42	207.861	1222.208	216.32	2,396.62	2,324.73	43.14	28.76	424.18	411.46	7.64	5.09
1187.68	210.208	1183.939	209.5467	2,371.61	2,300.47	42.69	28.46	419.75	407.16	7.56	5.04
1323.64	234.272	1359.857	240.6827	2,683.49	2,602.99	48.30	32.20	474.95	460.71	8.55	5.70
1936.79	342.795	1986.51	351.5947	3,923.30	3,805.60	70.62	47.08	694.39	673.56	12.50	8.33
2088.18	369.589	2223.539	393.5467	4,311.72	4,182.37	77.61	51.74	763.14	740.24	13.74	9.16
789.313	139.701	970.6549	171.7973	1,759.97	1,707.17	31.68	21.12	311.50	302.15	5.61	3.74
749.115	132.587	883.5696	156.384	1,632.68	1,583.70	29.39	19.59	288.97	280.30	5.20	3.47
1281.45	226.805	1435.853	254.1333	2,717.30	2,635.78	48.91	32.61	480.94	466.51	8.66	5.77
1393.43	246.624	1477.437	261.4933	2,870.86	2,784.74	51.68	34.45	508.12	492.87	9.15	6.10
1324.36	234.4	1359.556	240.6293	2,683.92	2,603.40	48.31	32.21	475.03	460.78	8.55	5.70
1535.11	271.701	1603.214	283.7547	3,138.33	3,044.18	56.49	37.66	555.46	538.79	10.00	6.67
1535.11	271.701	1603.214	283.7547	3,138.33	3,044.18	56.49	37.66	555.46	538.79	10.00	6.67
1452.91	257.152	1437.481	254.4213	2,890.39	2,803.68	52.03	34.68	511.57	496.23	9.21	6.14
1487.08	263.2	1496.18	264.8107	2,983.26	2,893.76	53.70	35.80	528.01	512.17	9.50	6.34
1477.38	261.483	1473.46	260.7893	2,950.84	2,862.31	53.12	35.41	522.27	506.60	9.40	6.27
949.682	168.085	1073.53	190.0053	2,023.21	1,962.52	36.42	24.28	358.09	347.35	6.45	4.30
1042.49	184.512	1364.377	241.4827	2,406.87	2,334.66	43.32	28.88	425.99	413.21	7.67	5.11
1463.52	259.029	1659.322	293.6853	3,122.84	3,029.15	56.21	37.47	552.71	536.13	9.95	6.63
1409.03	249.387	1554.157	275.072	2,963.19	2,874.30	53.34	35.56	524.46	508.72	9.44	6.29
1456.28	257.749	1584.35	280.416	3,040.63	2,949.42	54.73	36.49	538.17	522.02	9.69	6.46
1314.78	232.704	1509.921	267.2427	2,824.70	2,739.96	50.84	33.90	499.95	484.95	9.00	6.00
173.206	30.656	167.3003	29.61067	340.51	330.29	6.13	4.09	60.27	58.46	1.08	0.72
288.135	50.9973	356.1157	63.02933	644.25	624.92	11.60	7.73	114.03	110.61	2.05	1.37
173.628	30.7307	193.9381	34.32533	367.57	356.54	6.62	4.41	65.06	63.10	1.17	0.78
319.413	56.5333	342.8571	60.68267	662.27	642.40	11.92	7.95	117.22	113.70	2.11	1.41
400.593	70.9013	372.2069	65.87733	772.80	749.62	13.91	9.27	136.78	132.68	2.46	1.64
194.541	34.432	202.7371	35.88267	397.28	385.36	7.15	4.77	70.31	68.21	1.27	0.84
993.315	175.808	960.7712	170.048	1,954.09	1,895.46	35.17	23.45	345.86	335.48	6.23	4.15
844.457	149.461	741.8827	131.3067	1,586.34	1,538.75	28.55	19.04	280.77	272.34	5.05	3.37
1078.83	190.944	805.1627	142.5067	1,884.00	1,827.48	33.91	22.61	333.45	323.45	6.00	4.00
1270.84	224.928	1018.567	180.2773	2,289.41	2,220.73	41.21	27.47	405.21	393.05	7.29	4.86
1777.44	314.592	1546.865	273.7813	3,324.31	3,224.58	59.84	39.89	588.37	570.72	10.59	7.06
1695.54	300.096	1632.624	288.96	3,328.17	3,228.32	59.91	39.94	589.06	571.38	10.60	7.07
941.305	166.603	1043.337	184.6613	1,984.64	1,925.10	35.72	23.82	351.26	340.73	6.32	4.22
932.145	164.981	1042.854	184.576	1,975.00	1,915.75	35.55	23.70	349.56	339.07	6.29	4.19
755.021	133.632	851.9296	150.784	1,606.95	1,558.74	28.93	19.28	284.42	275.88	5.12	3.41
896.226	158.624	1005.248	177.92	1,901.47	1,844.43	34.23	22.82	336.54	326.45	6.06	4.04
1154.71	204.373	1249.629	221.1733	2,404.34	2,332.21	43.28	28.85	425.55	412.78	7.66	5.11
1273.74	225.44	1400.296	247.84	2,674.03	2,593.81	48.13	32.09	473.28	459.08	8.52	5.68
1304.65	230.912	1453.029	257.1733	2,757.68	2,674.95	49.64	33.09	488.09	473.44	8.79	5.86
1837.95	325.301	1662.938	294.3253	3,500.89	3,395.86	63.02	42.01	619.63	601.04	11.15	7.44
1360.82	240.853	1232.092	218.0693	2,592.91	2,515.13	46.67	31.11	458.92	445.15	8.26	5.51
1356.9	240.16	1378.901	244.0533	2,735.81	2,653.73	49.24	32.83	484.21	469.69	8.72	5.81
565.783	100.139	593.6267	105.0667	1,159.41	1,124.63	20.87	13.91	205.21	199.05	3.69	2.46
504.733	89.3333	481.2896	85.184	986.02	956.44	17.75	11.83	174.52	169.28	3.14	2.09
420.3	74.3893	441.7547	78.18667	862.05	836.19	15.52	10.34	152.58	148.00	2.75	1.83
2503.06	443.019	2467.98	436.8107	4,971.04	4,821.90	89.48	59.65	879.83	853.43	15.84	10.56
2012.55	356.203	1990.909	352.3733	4,003.45	3,883.35	72.06	48.04	708.58	687.32	12.75	8.50
1959.45	346.805	1907.922	337.6853	3,867.37	3,751.35	69.61	46.41	684.49	663.96	12.32	8.21
1757.13	310.997	1757.738	311.104	3,514.87	3,409.43	63.27	42.18	622.10	603.44	11.20	7.47
2071.06	366.56	1984.642	351.264	4,055.71	3,934.03	73.00	48.67	717.82	696.29	12.92	8.61
2030.56	359.392	1939.562	343.2853	3,970.13	3,851.02	71.46	47.64	702.68	681.60	12.65	8.43
2015.26	356.683	1957.341	346.432	3,972.60	3,853.42	71.51	47.67	703.11	682.02	12.66	8.44
1918.05	339.477	1816.859	321.568	3,734.91	3,622.86	67.23	44.82	661.05	641.21	11.90	7.93
1998.32	353.685	1861.758	329.5147	3,860.08	3,744.28	69.48	46.32	683.20	662.70	12.30	8.20
1663.42	294.411	1592.245	281.8133	3,255.67	3,158.00	58.60	39.07	576.22	558.94	10.37	6.91
289.099	51.168	277.5883	49.13067	566.69	549.69	10.20	6.80	100.30	97.29	1.81	1.20
679.145	120.203	673.2389	119.1573	1,352.38	1,311.81	24.34	16.23	239.36	232.18	4.31	2.87
299.706	53.0453	353.3435	62.53867	653.05	633.46	11.75	7.84	115.58	112.12	2.08	1.39
409.874	72.544	434.6432	76.928	844.52	819.18	15.20	10.13	149.47	144.99	2.69	1.79
333.877	59.0933	315.9781	55.92533	649.86	630.36	11.70	7.80	115.02	111.57	2.07	1.38
380.765	67.392	409.6325	72.50133	790.40	766.69	14.23	9.48	139.89	135.70	2.52	1.68
223.469	39.552	238.3547	42.18667	461.82	447.97	8.31	5.54	81.74	79.29	1.47	0.98

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2045) WITHOUT ITC PROJECT

STREET	Facility Type	Segment		Future (2045) ADT w/o Project			NFL Event ADT w/o Project			Future (2045) + NFL Event ADT w/o Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
		Manchester Bl	Florence Av	5,658	6,058	11,716	0	0	0	5,658	6,058	11,716
Spruce Av	Collector	La Brea Av	Manchester Av	4,433	5,117	9,550	0	0	0	4,433	5,117	9,550
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	4,240	4,523	8,763	0	0	0	4,240	4,523	8,763
		Prairie Av	Kareem Ct	13,745	12,924	26,669	952	901	1,853	14,697	13,825	28,522
		Kareem Ct	Crenshaw Bl	12,082	11,069	23,151	2,986	6,047	9,033	15,068	17,116	32,184
Hardy St	Collector	La Brea Av	Prairie Ave	4,145	4,185	8,330	0	0	0	4,145	4,185	8,330
104th St	Collector	Grevillea Av	Hawthorne Bl	5,647	4,753	10,400	0	0	0	5,647	4,753	10,400
		Hawthorne Bl	Prairie Ave	3,157	3,338	6,495	0	0	0	3,157	3,338	6,495
		Prairie Av	Doty Av	4,245	3,901	8,146	0	0	0	4,245	3,901	8,146

NB		SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
340.989	60.352	365.0955	64.61867	706.08	684.90	12.71	8.47	124.97	121.22	2.25	1.50
267.162	47.2853	308.3845	54.58133	575.55	558.28	10.36	6.91	101.87	98.81	1.83	1.22
255.531	45.2267	272.5861	48.24533	528.12	512.27	9.51	6.34	93.47	90.67	1.68	1.12
885.739	156.768	833.1867	147.4667	1,718.93	1,667.36	30.94	20.63	304.23	295.11	5.48	3.65
908.098	160.725	1031.524	182.5707	1,939.62	1,881.43	34.91	23.28	343.30	333.00	6.18	4.12
249.805	44.2133	252.216	44.64	502.02	486.96	9.04	6.02	88.85	86.19	1.60	1.07
340.326	60.2347	286.4475	50.69867	626.77	607.97	11.28	7.52	110.93	107.61	2.00	1.33
190.262	33.6747	201.1701	35.60533	391.43	379.69	7.05	4.70	69.28	67.20	1.25	0.83
255.832	45.28	235.1003	41.61067	490.93	476.20	8.84	5.89	86.89	84.28	1.56	1.04

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2045) WITH ITC PROJECT

STREET	Facility Type	Segment		Future (2045) ADT w/Project			NFL Event ADT w/Project			Future (2045) + NFL Event ADT w/Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
NORTH/SOUTH STREETS												
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	14,982	14,579	29,561	65	65	130	15,047	14,644	29,691
		Florence Av	Manchester Bl	17,253	16,052	33,305	264	157	421	17,517	16,209	33,726
		Manchester Bl	Spruce Av/Market St	15,014	13,701	28,715	109	109	218	15,123	13,810	28,933
		Spruce Av/Market St	Arbor Vitae St	19,052	19,839	38,891	283	283	566	19,335	20,122	39,457
		Arbor Vitae St	Hardy St	19,148	19,136	38,284	413	370	783	19,561	19,506	39,067
		Hardy St	Century Bl	21,294	21,944	43,238	490	447	937	21,784	22,391	44,175
Hawthorne Bl	Major Arterial	Century Bl	104th St	31,547	32,564	64,111	359	259	618	31,906	32,823	64,729
		104th St	Lennox Bl	34,060	36,498	70,558	359	259	618	34,419	36,757	71,176
Prairie Av	Major Arterial	Florence Av	Regent St	12,606	15,038	27,644	220	714	934	12,826	15,752	28,578
		Regent St	Manchester Bl	11,930	13,588	25,518	220	714	934	12,150	14,302	26,452
		Manchester Bl	Pincay Dr/Kelso St	18,548	21,718	40,266	1,983	1,548	3,531	20,531	23,266	43,797
		Pincay Dr/Kelso St	Arbor Vitae St	21,195	23,231	44,426	1,344	781	2,125	22,539	24,012	46,551
		Arbor Vitae St	Hardy St	20,096	21,094	41,190	1,241	839	2,080	21,337	21,933	43,270
		Hardy St	97th St	22,174	23,918	46,092	2,389	1,870	4,259	24,563	25,788	50,351
		97th St	Century Bl	22,174	23,918	46,092	2,390	1,869	4,259	24,564	25,787	50,351
		Century Bl	102nd St	19,154	21,377	40,531	3,959	1,778	5,737	23,113	23,155	46,268
		102nd St	104th St	18,940	21,625	40,565	4,642	2,409	7,051	23,582	24,034	47,616
		104th St	Lennox Bl	18,805	21,280	40,085	4,641	2,408	7,049	23,446	23,688	47,134
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	15,165	16,352	31,517	444	1,315	1,759	15,609	17,667	33,276
		Manchester Bl	Pincay Dr/90th St	16,097	18,540	34,637	979	3,768	4,747	17,076	22,308	39,384
		Pincay Dr/90th St	Arbor Vitae St	20,375	23,778	44,153	3,454	3,174	6,628	23,829	26,952	50,781
		Arbor Vitae St	Hardy St	19,491	22,060	41,551	3,454	3,174	6,628	22,945	25,234	48,179
		Hardy St	Century Bl	20,269	22,561	42,830	3,454	3,174	6,628	23,723	25,735	49,458
		Century Bl	104th St	18,217	20,515	38,732	3,118	3,907	7,025	21,335	24,422	45,757
Market St	Minor Arterial	Florence Av	Regent St	2,865	2,763	5,628	0	0	0	2,865	2,763	5,628
		Regent St	Manchester Bl	4,717	5,838	10,555	0	0	0	4,717	5,838	10,555
Myrtle Av	Collector	Arbor Vitae St	Hardy St	2,811	3,139	5,950	0	0	0	2,811	3,139	5,950
Doty Av	Collector	Century Bl	104th St	5,040	5,417	10,457	88	88	176	5,128	5,505	10,633
Yukon Av	Collector	Century Bl	104th St	6,436	5,966	12,402	64	64	128	6,500	6,030	12,530
Locust St	Collector	Florence Av	Manchester Bl	2,899	3,032	5,931	268	268	536	3,167	3,300	6,467
EAST/WEST STREETS												
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	16,288	15,804	32,092	67	25	92	16,355	15,829	32,184
Florence Av	Major Arterial	Fir Av	La Brea Av	12,095	11,894	23,989	1,762	355	2,117	13,857	12,249	26,106
		La Brea Av	Market St	15,943	12,909	28,852	1,788	381	2,169	17,731	13,290	31,021
		Market St	Centinela Av	19,009	16,322	35,331	1,812	405	2,217	20,821	16,727	37,548
		Centinela Av	Prairie Av	27,331	24,958	52,289	1,837	472	2,309	29,168	25,430	54,598
		Prairie Ave	West Bl	26,903	26,734	53,637	1,123	252	1,375	28,026	26,986	55,012
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	13,630	13,739	27,369	1,597	3,156	4,753	15,227	16,895	32,122
		La Brea Av	Market St	13,547	13,673	27,220	1,537	3,204	4,741	15,084	16,877	31,961
		Market St	Locust St	10,664	10,575	21,239	1,538	3,204	4,742	12,202	13,779	25,981
		Locust St	Hillcrest Bl	13,109	13,223	26,332	1,422	3,088	4,510	14,531	16,311	30,842
		Hillcrest Bl	Spruce Av	17,323	17,210	34,533	1,422	3,088	4,510	18,745	20,298	39,043
		Spruce Av	Prairie Av	19,275	19,676	38,951	1,422	3,088	4,510	20,697	22,764	43,461
		Prairie Av	Kareem Ct	20,064	21,680	41,744	1,208	2,233	3,441	21,272	23,913	45,185
		Kareem Ct	Crenshaw Dr	26,878	26,609	53,487	3,038	579	3,617	29,916	27,188	57,104
		Crenshaw Dr	Crenshaw Bl	19,108	19,596	38,704	3,047	589	3,636	22,155	20,185	42,340
		Crenshaw Bl	Van Ness Av	19,943	20,910	40,853	2,194	1,654	3,848	22,137	22,564	44,701
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	9,245	9,708	18,953	15	15	30	9,260	9,723	18,983
		La Brea Av	Myrtle Av	7,858	7,525	15,383	316	273	589	8,174	7,798	15,972
		Myrtle Av	Prairie Av	6,520	6,908	13,428	316	273	589	6,836	7,181	14,017
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	37,951	36,792	74,743	3,050	3,450	6,500	41,001	40,242	81,243
		La Brea Av/Hawthorne Bl	Myrtle Av	29,809	29,017	58,826	2,953	3,296	6,249	32,762	32,313	65,075
		Myrtle Av	Freeman Av	28,923	27,645	56,568	2,954	3,296	6,250	31,877	30,941	62,818
		Freeman Av	Prairie Av	25,570	25,156	50,726	2,953	3,296	6,249	28,523	28,452	56,975
		Prairie Av	Doty Av	30,272	30,342	60,614	3,331	1,960	5,291	33,603	32,302	65,905
		Doty Av	HP Casino Dr	29,688	29,685	59,373	3,243	1,872	5,115	32,931	31,557	64,488
		HP Casino Dr	Yukon Av	29,441	29,971	59,412	3,243	1,872	5,115	32,684	31,843	64,527
		Yukon Av	Club Dr	27,863	27,682	55,545	3,232	1,861	5,093	31,095	29,543	60,638
		Club Dr	Crenshaw Bl	29,155	28,405	57,560	3,231	1,861	5,092	32,386	30,266	62,652
		Crenshaw Bl	Van Ness Av	25,352	24,580	49,932	1,771	1,470	3,241	27,123	26,050	53,173
Regent St	Collector	Grevillea Av	La Brea Av	4,771	4,585	9,356	0	0	0	4,771	4,585	9,356
		La Brea Av	Market St	11,160	11,062	22,222	0	0	0	11,160	11,062	22,222
		Market St	Prairie Ave	4,942	5,829	10,771	0	0	0	4,942	5,829	10,771
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	6,755	7,161	13,916	0	0	0	6,755	7,161	13,916
		La Brea Av	Market St	5,508	5,213	10,721	0	0	0	5,508	5,213	10,721
		Market St	Nutwood St / Locust St	6,085	6,564	12,649	174	174	348	6,259	6,738	12,997
		Nutwood St / Locust St	Manchester Bl	3,707	3,954	7,661	0	0	0	3,707	3,954	7,661

NB		SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
Daytime	Nighttime										
906.833	160.501	882.5451	156.2027	1,789.38	1,735.70	32.21	21.47	316.70	307.20	5.70	3.80
1055.69	186.848	976.8624	172.896	2,032.55	1,971.58	36.59	24.39	359.74	348.95	6.48	4.32
911.413	161.312	832.2827	147.3067	1,743.70	1,691.38	31.39	20.92	308.62	299.36	5.56	3.70
1165.26	206.24	1212.686	214.6347	2,377.94	2,306.60	42.80	28.54	420.87	408.25	7.58	5.05
1178.88	208.651	1175.562	208.064	2,354.44	2,283.80	42.38	28.25	416.71	404.21	7.50	5.00
1312.85	232.363	1349.431	238.8373	2,662.28	2,582.41	47.92	31.95	471.20	457.06	8.48	5.65
1922.87	340.331	1978.133	350.112	3,901.00	3,783.97	70.22	46.81	690.44	669.73	12.43	8.29
2074.32	367.136	2215.222	392.0747	4,289.54	4,160.85	77.21	51.47	759.21	736.43	13.67	9.11
772.98	136.811	949.3205	168.0213	1,722.30	1,670.63	31.00	20.67	304.83	295.69	5.49	3.66
732.24	129.6	861.9339	152.5347	1,594.17	1,546.35	28.70	19.13	282.15	273.69	5.08	3.39
1237.33	218.997	1402.164	248.1707	2,639.50	2,560.31	47.51	31.67	467.17	453.15	8.41	5.61
1358.35	240.416	1447.123	256.128	2,805.47	2,721.31	50.50	33.67	496.54	481.65	8.94	5.96
1285.91	227.595	1321.829	233.952	2,607.74	2,529.51	46.94	31.29	461.55	447.70	8.31	5.54
1480.33	262.005	1554.157	275.072	3,034.49	2,943.45	54.62	36.41	537.08	520.97	9.67	6.44
1480.39	262.016	1554.097	275.0613	3,034.49	2,943.45	54.62	36.41	537.08	520.97	9.67	6.44
1392.94	246.539	1395.475	246.9867	2,788.42	2,704.77	50.19	33.46	493.53	478.72	8.88	5.92
1421.21	251.541	1448.449	256.3627	2,869.66	2,783.57	51.65	34.44	507.90	492.67	9.14	6.09
1413.01	250.091	1427.597	252.672	2,840.61	2,755.39	51.13	34.09	502.76	487.68	9.05	6.03
940.702	166.496	1064.731	188.448	2,005.43	1,945.27	36.10	24.07	354.94	344.30	6.39	4.26
1029.11	182.144	1344.429	237.952	2,373.54	2,302.34	42.72	28.48	420.10	407.49	7.56	5.04
1436.09	254.176	1624.307	287.488	3,060.40	2,968.59	55.09	36.72	541.66	525.41	9.75	6.50
1382.82	244.747	1520.769	269.1627	2,903.59	2,816.48	52.26	34.84	513.91	498.49	9.25	6.17
1429.71	253.045	1550.963	274.5067	2,980.67	2,891.25	53.65	35.77	527.55	511.73	9.50	6.33
1285.79	227.573	1471.833	260.5013	2,757.62	2,674.89	49.64	33.09	488.07	473.43	8.79	5.86
172.664	30.56	166.5168	29.472	339.18	329.01	6.11	4.07	60.03	58.23	1.08	0.72
284.278	50.3147	351.8368	62.272	636.11	617.03	11.45	7.63	112.59	109.21	2.03	1.35
169.41	29.984	189.1771	33.48267	358.59	347.83	6.45	4.30	63.47	61.56	1.14	0.76
309.047	54.6987	331.768	58.72	640.82	621.59	11.53	7.69	113.42	110.02	2.04	1.36
391.733	69.3333	363.408	64.32	755.14	732.49	13.59	9.06	133.65	129.64	2.41	1.60
190.865	33.7813	198.88	35.2	389.74	378.05	7.02	4.68	68.98	66.91	1.24	0.83
985.661	174.453	953.9611	168.8427	1,939.62	1,881.43	34.91	23.28	343.30	333.00	6.18	4.12
835.115	147.808	738.2064	130.656	1,573.32	1,526.12	28.32	18.88	278.46	270.11	5.01	3.34
1068.59	189.131	800.944	141.76	1,869.53	1,813.45	33.65	22.43	330.89	320.96	5.96	3.97
1254.81	222.091	1008.081	178.4213	2,262.89	2,195.01	40.73	27.15	400.51	388.50	7.21	4.81
1757.86	311.125	1532.581	271.2533	3,290.44	3,191.73	59.23	39.49	582.38	564.91	10.48	6.99
1689.03	298.944	1626.356	287.8507	3,315.39	3,215.93	59.68	39.78	586.79	569.19	10.56	7.04
917.681	162.421	1018.205	180.2133	1,935.89	1,877.81	34.85	23.23	342.63	332.36	6.17	4.11
909.062	160.896	1017.121	180.0213	1,926.18	1,868.40	34.67	23.11	340.92	330.69	6.14	4.09
735.374	130.155	830.4144	146.976	1,565.79	1,518.81	28.18	18.79	277.13	268.82	4.99	3.33
875.735	154.997	983.0096	173.984	1,858.74	1,802.98	33.46	22.30	328.98	319.11	5.92	3.95
1129.7	199.947	1223.293	216.512	2,352.99	2,282.40	42.35	28.24	416.46	403.96	7.50	5.00
1247.34	220.768	1371.91	242.816	2,619.25	2,540.67	47.15	31.43	463.58	449.68	8.34	5.56
1281.99	226.901	1441.157	255.072	2,723.15	2,641.45	49.02	32.68	481.97	467.51	8.68	5.78
1802.94	319.104	1638.53	290.0053	3,441.47	3,338.22	61.95	41.30	609.11	590.84	10.96	7.31
1335.21	236.32	1216.483	215.3067	2,551.69	2,475.14	45.93	30.62	451.63	438.08	8.13	5.42
1334.12	236.128	1359.857	240.6827	2,693.98	2,613.16	48.49	32.33	476.81	462.51	8.58	5.72
558.069	98.7733	585.9728	103.712	1,144.04	1,109.72	20.59	13.73	202.49	196.41	3.64	2.43
492.62	87.1893	469.9595	83.17867	962.58	933.70	17.33	11.55	170.37	165.26	3.07	2.04
411.983	72.9173	432.7749	76.59733	844.76	819.42	15.21	10.14	149.51	145.03	2.69	1.79
2470.99	437.344	2425.251	429.248	4,896.24	4,749.36	88.13	58.75	866.59	840.59	15.60	10.40
1974.46	349.461	1947.397	344.672	3,921.85	3,804.20	70.59	47.06	694.13	673.31	12.49	8.33
1921.12	340.021	1864.711	330.0373	3,785.83	3,672.26	68.14	45.43	670.06	649.96	12.06	8.04
1718.99	304.245	1714.707	303.488	3,433.69	3,330.68	61.81	41.20	607.73	589.50	10.94	7.29
2025.14	358.432	1946.734	344.5547	3,971.87	3,852.72	71.49	47.66	702.99	681.90	12.65	8.44
1984.64	351.264	1901.835	336.608	3,886.48	3,769.88	69.96	46.64	687.87	667.24	12.38	8.25
1969.76	348.629	1919.071	339.6587	3,888.83	3,772.16	70.00	46.67	688.29	667.64	12.39	8.26
1873.99	331.68	1780.458	315.1253	3,654.45	3,544.82	65.78	43.85	646.81	627.40	11.64	7.76
1951.8	345.451	1824.031	322.8373	3,775.83	3,662.55	67.96	45.31	668.29	648.24	12.03	8.02
1634.61	289.312	1569.947	277.8667	3,204.56	3,108.42	57.68	38.45	567.18	550.16	10.21	6.81
287.532	50.8907	276.3227	48.90667	563.85	546.94	10.15	6.77	99.80	96.80	1.80	1.20
672.576	119.04	666.6699	117.9947	1,339.25	1,299.07	24.11	16.07	237.03	229.92	4.27	2.84
297.838	52.7147	351.2944	62.176	649.13	629.66	11.68	7.79	114.89	111.44	2.07	1.38
407.101	72.0533	431.5696	76.384	838.67	813.51	15.10	10.06	148.44	143.98	2.67	1.78
331.949	58.752	314.1701	55.60533	646.12	626.74	11.63	7.75	114.36	110.93	2.06	1.37
377.209	66.7627	406.0768	71.872	783.29	759.79	14.10	9.40	138.63	134.48	2.50	1.66
223.409	39.5413	238.2944	42.176	461.70	447.85	8.31	5.54	81.72	79.27	1.47	0.98

ROADWAY SEGMENT ADT - WEEKDAY NFL GAME EVENT CONDITIONS
FUTURE (2045) WITH ITC PROJECT

STREET	Facility Type	Segment		Future (2045) ADT w/Project			NFL Event ADT w/Project			Future (2045) + NFL Event ADT w/Project		
		From	To	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
		Manchester Bl	Florence Av	5,595	5,991	11,586	0	0	0	5,595	5,991	11,586
Spruce Av	Collector	La Brea Av	Manchester Av	4,338	5,010	9,348	0	0	0	4,338	5,010	9,348
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	4,174	4,447	8,621	0	0	0	4,174	4,447	8,621
		Prairie Av	Kareem Ct	13,547	12,699	26,246	893	766	1,659	14,440	13,465	27,905
		Kareem Ct	Crenshaw Bl	11,901	10,889	22,790	2,538	5,607	8,145	14,439	16,496	30,935
Hardy St	Collector	La Brea Av	Prairie Ave	4,032	4,070	8,102	0	0	0	4,032	4,070	8,102
104th St	Collector	Grevillea Av	Hawthorne Bl	5,645	4,750	10,395	0	0	0	5,645	4,750	10,395
		Hawthorne Bl	Prairie Ave	3,149	3,328	6,477	0	0	0	3,149	3,328	6,477
		Prairie Av	Doty Av	4,217	3,876	8,093	0	0	0	4,217	3,876	8,093

NB		SB		Total	Daytime	MT	HT	Total	Nighttime	MT	HT
337.192	59.68	361.0576	63.904	698.25	677.30	12.57	8.38	123.58	119.88	2.22	1.48
261.437	46.272	301.936	53.44	563.37	546.47	10.14	6.76	99.71	96.72	1.79	1.20
251.553	44.5227	268.0059	47.43467	519.56	503.97	9.35	6.23	91.96	89.20	1.66	1.10
870.251	154.027	811.4907	143.6267	1,681.74	1,631.29	30.27	20.18	297.65	288.72	5.36	3.57
870.19	154.016	994.1589	175.9573	1,864.35	1,808.42	33.56	22.37	329.97	320.07	5.94	3.96
242.995	43.008	245.2853	43.41333	488.28	473.63	8.79	5.86	86.42	83.83	1.56	1.04
340.205	60.2133	286.2667	50.66667	626.47	607.68	11.28	7.52	110.88	107.55	2.00	1.33
189.78	33.5893	200.5675	35.49867	390.35	378.64	7.03	4.68	69.09	67.02	1.24	0.83
254.145	44.9813	233.5936	41.344	487.74	473.11	8.78	5.85	86.33	83.74	1.55	1.04

APPENDIX 4.10.2-2

Adjusted Baseline Typical Weekday Non-Event Without Project Roadway Noise Levels

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
104th Street (Grevillea Ave to Hawthorne Blvd)	398.1	7.4	4.9	70.5	1.3	0.9	64.4
104th Street (Hawthorne Bl to Prairie Av)	239.2	4.4	2.9	42.3	0.8	0.5	64.4
104th Street (Prairie Av to Doty Av)	210.7	3.9	2.6	37.3	0.7	0.5	64.4
Arbor Vitae Street (Grevillea Av to La Brea Av)	797.7	14.8	9.9	141.2	2.6	1.8	56.3
Arbor Vitae Street (La Brea Av to Myrtle to Prairie Av)	537.1	10.0	6.6	95.1	1.8	1.2	56.3
	488.5	9.1	6.0	86.5	1.6	1.1	
Centinela Avenue (Hyde Park to Florence Av)	1521.9	28.2	18.8	269.4	5.0	3.3	56.3
Centinela Avenue (Hyde Park to Florence Ave)	1521.9	28.2	18.8	269.4	5.0	3.3	56.3
Crenshaw Boulevard (80th Street to Manchester Boulevard	1384.8	25.7	17.1	245.1	4.6	3.0	64.4
Crenshaw Boulevard (Arbor Vitae St to Hardy St)	1807.1	33.5	22.4	319.9	5.9	4.0	64.4
Crenshaw Boulevard (Century Bl to 104th)	1610.7	29.9	19.9	285.1	5.3	3.5	64.4
Crenshaw Boulevard (Century Bl to 104th)	1610.7	29.9	19.9	285.1	5.3	3.5	64.4
Crenshaw Boulevard (Century Bl to 104th)	1610.7	29.9	19.9	285.1	5.3	3.5	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	1852.4	34.4	22.9	327.9	6.1	4.1	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	1852.4	34.4	22.9	327.9	6.1	4.1	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	1852.4	34.4	22.9	327.9	6.1	4.1	64.4
							64.4
Crenshaw Boulevard (Manchester Bl to Pincay Dr/90th St)	1539.4	28.6	19.0	272.5	5.1	3.4	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1877.4	34.8	23.2	332.3	6.2	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1877.4	34.8	23.2	332.3	6.2	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1877.4	34.8	23.2	332.3	6.2	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1877.4	34.8	23.2	332.3	6.2	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1877.4	34.8	23.2	332.3	6.2	4.1	64.4
East Florence Avenue (Centinela Av to Prairie Av)	2383.3	44.2	29.5	421.8	7.8	5.2	64.4
East Florence Avenue (Fir Av to La Brea Av)	987.0	18.3	12.2	174.7	3.2	2.2	64.4
East Florence Avenue (La Brea Av to Market St)	1233.9	22.9	15.3	218.4	4.1	2.7	64.4
East Florence Avenue (Market St to Centinela Av)	1428.2	26.5	17.7	252.8	4.7	3.1	64.4
East Florence Avenue (Prairie Av to West Blvd)	2350.9	43.6	29.1	416.1	7.7	5.2	64.4
East Hardy Street (La Brea Av to Prairie Av)	276.4	5.1	3.4	48.9	0.9	0.6	40.2
East Manchester Boulevard (Grevillea Av to La Brea Av)	1255.7	23.3	15.5	222.3	4.1	2.8	56.3
East Manchester Boulevard (Hillcrest Bl to Spruce Av)	1429.9	26.5	17.7	253.1	4.7	3.1	56.3
East Manchester Boulevard (La Brea Av to Market St)	1271.9	23.6	15.7	225.1	4.2	2.8	56.3
East Manchester Boulevard (Locust St to Hillcrest Bl)	1188.2	22.1	14.7	210.3	3.9	2.6	56.3
East Manchester Boulevard (Market St to Locust St)	1102.2	20.5	13.6	195.1	3.6	2.4	56.3
East Manchester Boulevard (Spruce Av to Prairie Av)	1678.9	31.4	20.8	297.2	5.5	3.7	56.3
East Regent Street (La Brea Av to Market St)	954.2	17.7	11.8	168.9	3.1	2.1	64.4
East Regent Street (Market St to Prairie Av)	483.5	9.0	6.0	85.6	1.6	1.1	56.3
Hawthorne Boulevard (104th St to Lennox Bl)	2833.7	52.6	35.1	501.5	9.3	6.2	56.3
Hawthorne Boulevard (Century Bl to 104th St)	2534.5	47.0	31.4	448.6	8.3	5.6	56.3
Hillcrest Bl (Grevillea Av to La Brea Av)	514.4	9.6	6.4	91.1	1.7	1.1	56.4
Hillcrest Blvd (La Brea Av to Market St)	428.3	8.0	5.3	75.8	1.4	0.9	56.4
Hillcrest Blvd (Market St to Nutwood St)	544.0	10.1	6.7	96.3	1.8	1.2	56.4
Hillcrest Blvd (Nutwood St to Manchester Blvd)	311.0	5.8	3.9	55.0	1.0	0.7	56.4
Kelso St/Pincay Drive (Kareem Ct to Crenshaw Bl)	845.7	15.7	10.5	149.7	2.8	1.9	72.4
Kelso St/Pincay Drive (Prairie Av to Kareem Ct)	1123.6	20.9	13.9	198.9	3.7	2.5	72.4
Kelso St/Pincay Drive (Spruce Ave to Prairie Avenue)	331.1	6.1	4.1	58.6	1.1	0.7	64.4
La Brea Avenue (Arbor Vitae St to Hardy St)	1689.6	31.4	20.9	299.0	5.6	3.7	56.3
La Brea Avenue (Hardy Street to Century Bl)	1754.2	32.6	21.7	310.5	5.8	3.8	56.3
La Brea Avenue (Market Street to Arbor Vitae St)	1468.1	27.2	18.2	259.8	4.8	3.2	56.3
Manchester Bl (Crenshaw Dr to Crenshaw Bl)	1632.9	30.3	20.2	289.0	5.4	3.6	64.4
Myrtle Avenue (Arbor Vitae Street to Hardy Street)	227.6	4.2	2.8	40.3	0.8	0.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	478.1	8.9	5.9	84.6	1.6	1.1	56.4
North La Brea Avenue (Florence Av to Manchester Bl)	1447.3	26.9	17.9	256.2	4.8	3.2	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1447.3	26.9	17.9	256.2	4.8	3.2	56.3
North La Brea Avenue (From Hyde Park to Florence Av)	1229.2	22.8	15.2	217.6	4.0	2.7	56.3
North Locust Street (Florence Av to Manchester Bl)	219.0	4.1	2.7	38.8	0.7	0.5	40.2

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
North Market Street (Regent St to Florence Av)	190.8	3.5	2.4	33.8	0.6	0.4	40.2
North Prairie Avenue (Florence Ave to Regent Street)	1294.3	24.0	16.0	229.1	4.3	2.8	64.4
North Prairie Avenue (Regent Street to Manchester Boulevard)	1323.6	24.6	16.4	234.3	4.4	2.9	64.4
South Doty Avenue (Century Bl to 102nd)	325.2	6.0	4.0	57.6	1.1	0.7	40.2
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	0.0
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1137.0	21.1	14.1	201.2	3.7	2.5	56.3
South Market Street (Manchester Bl to Regent St)	459.1	8.5	5.7	81.3	1.5	1.0	40.2
South Market Street (Manchester Bl to Regent St)	459.1	8.5	5.7	81.3	1.5	1.0	40.2
South Prairie Avenue (97th St to Century Bl)	2058.8	38.2	25.5	364.4	6.8	4.5	64.4
South Prairie Avenue (102nd Street to 104th Street)	1877.1	34.8	23.2	332.2	6.2	4.1	64.4
South Prairie Avenue (Arbor Vitae St to Hardy Street)	1922.7	35.7	23.8	340.3	6.3	4.2	64.4
South Prairie Avenue (Century Bl to 102nd St)	1848.3	34.3	22.9	327.1	6.1	4.1	64.4
South Prairie Avenue (From 104th St to Lennox Bl)	1909.7	35.4	23.6	338.0	6.3	4.2	64.4
South Prairie Avenue (Hardy Street to 97th Street)	2058.8	38.2	25.5	364.4	6.8	4.5	64.4
South Prairie Avenue (Manchester Bl to Pincay Dr/Kelso St)	1718.7	31.9	21.3	304.2	5.6	3.8	64.4
South Prairie Avenue (Pincay Dr/Kelso St to Arbor Vitae)	2290.8	42.5	28.3	405.5	7.5	5.0	64.4
South Yukon Avenue (Century Bl to 102nd Street)	612.1	11.4	7.6	108.3	2.0	1.3	48.3
Spruce Av (La Brea Av to Manchester Av)	175.2	3.3	2.2	31.0	0.6	0.4	56.4
West Century Boulevard (Club Dr to Crenshaw Bl)	2522.8	46.8	31.2	446.5	8.3	5.5	64.4
West Century Boulevard (Doty Av to HP Casino Way)	2479.9	46.0	30.7	438.9	8.1	5.4	64.4
West Century Boulevard (Freeman Av to Prairie Av)	1941.9	36.0	24.0	343.7	6.4	4.3	64.4
West Century Boulevard (From Crenshaw to Van Ness)	2139.4	39.7	26.5	378.7	7.0	4.7	64.4
West Century Boulevard (From La Brea to Myrtle)	2411.5	44.8	29.8	426.8	7.9	5.3	64.4
West Century Boulevard (From La Brea to Myrtle)	2411.5	44.8	29.8	426.8	7.9	5.3	64.4
West Century Boulevard (From La Brea to Myrtle)	2411.5	44.8	29.8	426.8	7.9	5.3	64.4
West Century Boulevard (From Prairie to Doty)	2402.1	44.6	29.7	425.2	7.9	5.3	64.4
West Century Boulevard (Grevillea Ave to La Brea Av/Hawthorne B	2967.0	55.1	36.7	525.1	9.7	6.5	64.4
West Century Boulevard (HP Casino Way to Yukon)	2479.9	46.0	30.7	438.9	8.1	5.4	64.4
West Century Boulevard (Myrtle Av to Freeman Av)	2216.5	41.1	27.4	392.3	7.3	4.9	64.4
West Century Boulevard (Yukon to Club)	2405.2	44.6	29.8	425.7	7.9	5.3	64.4
West Century Boulevard (Yukon to Club)	2405.2	44.6	29.8	425.7	7.9	5.3	64.4
West Century Boulevard (Yukon to Club)	2405.2	44.6	29.8	425.7	7.9	5.3	64.4
West Century Boulevard (Yukon to Club)	2405.2	44.6	29.8	425.7	7.9	5.3	64.4
West Manchester Boulevard (Crenshaw Bl to Van Ness)	1825.6	33.9	22.6	323.1	6.0	4.0	64.4
West Manchester Boulevard (from Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	1875.1	34.8	23.2	331.9	6.2	4.1	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	1875.1	34.8	23.2	331.9	6.2	4.1	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Regent Street (Grevillea Av to La Brea Av)	311.1	5.8	3.9	55.1	1.0	0.7	56.3

APPENDIX 4.10.2-3

Adjusted Baseline With Project Roadway Noise Levels

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
104th Street (Grevillea Ave to Hawthorne Blvd)	397.9	7.4	4.9	70.4	1.3	0.9	64.4
104th Street (Hawthorne Bl to Prairie Av)	239.0	4.4	3.0	42.3	0.8	0.5	64.4
104th Street (Prairie Av to Doty Av)	210.2	3.9	2.6	37.2	0.7	0.5	64.4
Arbor Vitae Street (Grevillea Av to La Brea Av)	791.2	14.7	9.8	140.0	2.6	1.7	56.3
Arbor Vitae Street (La Brea Av to Myrtle to Prairie Av)	531.7	9.9	6.6	94.1	1.8	1.2	56.3
	486.2	9.0	6.0	86.1	1.6	1.1	
Centinela Avenue (Hyde Park to Florence Av)	1515.4	28.1	18.8	268.2	5.0	3.3	56.3
Centinela Avenue (Hyde Park to Florence Ave)	1515.4	28.1	18.8	268.2	5.0	3.3	56.3
Crenshaw Boulevard (80th Street to Manchester Boulevard	1380.5	25.6	17.1	244.3	4.5	3.0	64.4
Crenshaw Boulevard (Arbor Vitae St to Hardy St)	1799.5	33.4	22.3	318.5	5.9	3.9	64.4
Crenshaw Boulevard (Century Bl to 104th)	1606.8	29.8	19.9	284.4	5.3	3.5	64.4
Crenshaw Boulevard (Century Bl to 104th)	1606.8	29.8	19.9	284.4	5.3	3.5	64.4
Crenshaw Boulevard (Century Bl to 104th)	1606.8	29.8	19.9	284.4	5.3	3.5	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	1843.5	34.2	22.8	326.3	6.1	4.0	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	1843.5	34.2	22.8	326.3	6.1	4.0	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	1843.5	34.2	22.8	326.3	6.1	4.0	64.4
	1534.5	28.5	19.0	271.6	5.0	3.4	64.4
Crenshaw Boulevard (Manchester Bl to Pincay Dr/90th St)	1870.8	34.7	23.1	331.1	6.1	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1870.8	34.7	23.1	331.1	6.1	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1870.8	34.7	23.1	331.1	6.1	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1870.8	34.7	23.1	331.1	6.1	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	1870.8	34.7	23.1	331.1	6.1	4.1	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2379.0	44.2	29.4	421.1	7.8	5.2	64.4
East Florence Avenue (Centinela Av to Prairie Av)	987.0	18.3	12.2	174.7	3.2	2.2	64.4
East Florence Avenue (Fir Av to La Brea Av)	1233.5	22.9	15.3	218.3	4.1	2.7	64.4
East Florence Avenue (La Brea Av to Market St)	1427.3	26.5	17.7	252.6	4.7	3.1	64.4
East Florence Avenue (Market St to Centinela Av)	2346.2	43.5	29.0	415.3	7.7	5.1	64.4
East Florence Avenue (Prairie Av to West Blvd)	269.0	5.0	3.3	47.6	0.9	0.6	40.2
East Hardy Street (La Brea Av to Prairie Av)	1249.3	23.2	15.5	221.1	4.1	2.7	56.3
East Manchester Boulevard (Grevillea Av to La Brea Av)	1421.3	26.4	17.6	251.6	4.7	3.1	56.3
East Manchester Boulevard (Hillcrest Bl to Spruce Av)	1265.5	23.5	15.7	224.0	4.2	2.8	56.3
East Manchester Boulevard (La Brea Av to Market St)	1183.9	22.0	14.7	209.5	3.9	2.6	56.3
East Manchester Boulevard (Locust St to Hillcrest Bl)	1096.9	20.4	13.6	194.1	3.6	2.4	56.3
East Manchester Boulevard (Market St to Locust St)	1665.5	30.9	20.6	294.8	5.5	3.7	56.3
East Manchester Boulevard (Spruce Av to Prairie Av)	946.3	17.6	11.7	167.5	3.1	2.1	64.4
East Regent Street (La Brea Av to Market St)							
	480.6	8.9	6.0	85.1	1.6	1.1	56.3
East Regent Street (Market St to Prairie Av)	2829.5	52.5	35.0	500.8	9.3	6.2	56.3
Hawthorne Boulevard (104th St to Lennox Bl)	2530.4	47.0	31.3	447.9	8.3	5.5	56.3
Hawthorne Boulevard (Century Bl to 104th St)	511.8	9.5	6.3	90.6	1.7	1.1	56.4
Hillcrest Bl (Grevillea Av to La Brea Av)	425.6	7.9	5.3	75.3	1.4	0.9	56.4
Hillcrest Blvd (La Brea Av to Market St)	539.0	10.0	6.7	95.4	1.8	1.2	56.4
Hillcrest Blvd (Market St to Nutwood St)	310.8	5.8	3.8	55.0	1.0	0.7	56.4
Hillcrest Blvd (Nutwood St to Manchester Blvd)	839.2	15.6	10.4	148.5	2.8	1.8	72.4
Kelso St/Pincay Drive (Kareem Ct to Crenshaw Bl)	1113.7	20.7	13.8	197.1	3.7	2.4	72.4
Kelso St/Pincay Drive (Prairie Av to Kareem Ct)	329.3	6.1	4.1	58.3	1.1	0.7	64.4
Kelso St/Pincay Drive (Spruce Ave to Prairie Avenue)	1684.2	31.3	20.8	298.1	5.5	3.7	56.3
La Brea Avenue (Arbor Vitae St to Hardy St)	1749.8	32.5	21.7	309.7	5.8	3.8	56.3
La Brea Avenue (Hardy Street to Century Bl)	1464.2	27.2	18.1	159.2	4.8	3.2	56.3
La Brea Avenue (Market Street to Arbor Vitae St)	1624.5	30.1	20.1	287.5	5.3	3.6	64.4
Manchester Bl (Crenshaw Dr to Crenshaw Bl)	224.4	4.2	2.8	39.7	0.7	0.5	56.4
Myrtle Avenue (Arbor Vitae Street to Hardy Street)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	474.1	8.8	5.9	83.9	1.6	1.0	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	1444.2	26.8	17.9	255.6	4.7	3.2	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1444.2	26.8	17.9	255.6	4.7	3.2	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1224.9	22.7	15.2	216.8	4.0	2.7	56.3
North La Brea Avenue (From Hyde Park to Florence Av)	216.8	4.0	2.7	38.4	0.7	0.5	40.2
North Locust Street (Florence Av to Manchester Bl)	190.3	3.5	2.4	33.7	0.6	0.4	40.2

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
North Market Street (Regent St to Florence Av)	1284.5	23.8	15.9	227.4	4.2	2.8	64.4
North Prairie Avenue (Florence Ave to Regent Street)	1313.2	24.4	16.3	232.4	4.3	2.9	64.4
North Prairie Avenue (Regent Street to Manchester Boulevard)	319.0	5.9	4.0	56.5	1.1	0.7	40.2
South Doty Avenue (Century Bl to 102nd)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1136.3	21.1	14.1	201.1	3.7	2.5	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	456.1	8.5	5.6	80.7	1.5	1.0	40.2
South Market Street (Manchester Bl to Regent St)	456.1	8.5	5.6	80.7	1.5	1.0	40.2
South Market Street (Manchester Bl to Regent St)	2024.2	37.6	25.0	358.3	6.7	4.4	64.4
South Prairie Avenue (97th St to Century Bl)	1852.3	34.4	22.9	327.8	6.1	4.1	64.4
South Prairie Avenue (102nd Street to 104th Street)	1891.7	35.1	23.4	334.8	6.2	4.1	64.4
South Prairie Avenue (Arbor Vitae St to Hardy Street)	1822.4	33.8	22.6	322.6	6.0	4.0	64.4
South Prairie Avenue (Century Bl to 102nd St)	1887.2	35.0	23.4	334.0	6.2	4.1	64.4
South Prairie Avenue (From 104th St to Lennox Bl)	2024.2	37.6	25.0	358.3	6.7	4.4	64.4
South Prairie Avenue (Hardy Street to 97th Street)	1700.5	31.6	21.0	301.0	5.6	3.7	64.4
South Prairie Avenue (Manchester Bl to Pincay Dr/Kelso St)	2260.2	41.9	28.0	400.0	7.4	5.0	64.4
South Prairie Avenue (Pincay Dr/Kelso St to Arbor Vitae)							
	598.6	11.1	7.4	106.0	2.0	1.3	48.3
South Yukon Avenue (Century Bl to 102nd Street)	173.0	3.2	2.1	30.6	0.6	0.4	56.4
Spruce Av (La Brea Av to Manchester Av)	2497.0	46.3	30.9	441.9	8.2	5.5	64.4
West Century Boulevard (Club Dr to Crenshaw Bl)	2458.6	45.6	30.4	435.2	8.1	5.4	64.4
West Century Boulevard (Doty Av to HP Casino Way)	1933.2	35.9	23.9	342.2	6.4	4.2	64.4
West Century Boulevard (Freeman Av to Prairie Av)	2124.8	39.4	26.3	376.1	7.0	4.7	64.4
West Century Boulevard (From Crenshaw to Van Ness)	2381.7	44.2	29.5	421.5	7.8	5.2	64.4
West Century Boulevard (From La Brea to Myrtle)	2958.2	54.9	36.6	523.6	9.7	6.5	64.4
West Century Boulevard (From La Brea to Myrtle)	2458.6	45.6	30.4	435.2	8.1	5.4	64.4
West Century Boulevard (From La Brea to Myrtle)	2401.0	44.6	29.7	425.0	7.9	5.3	64.4
West Century Boulevard (From Prairie to Doty)	2208.0	41.0	27.3	390.8	7.3	4.8	64.4
West Century Boulevard (Grevillea Ave to La Brea Av/Hawthorne B	2382.8	44.2	29.5	421.7	7.8	5.2	64.4
West Century Boulevard (HP Casino Way to Yukon)	2382.8	44.2	29.5	421.7	7.8	5.2	64.4
West Century Boulevard (Myrtle Av to Freeman Av)	2382.8	44.2	29.5	421.7	7.8	5.2	64.4
West Century Boulevard (Yukon to Club)	2382.8	44.2	29.5	421.7	7.8	5.2	64.4
West Century Boulevard (Yukon to Club)	1817.4	33.7	22.5	321.7	6.0	4.0	64.4
West Century Boulevard (Yukon to Club)	2139.4	39.7	26.5	378.7	7.0	4.7	64.4
West Century Boulevard (Yukon to Club)	2139.4	39.7	26.5	378.7	7.0	4.7	64.4
West Manchester Boulevard (Crenshaw Bl to Van Ness)	2139.4	39.7	26.5	378.7	7.0	4.7	64.4
West Manchester Boulevard (from Kareem Ct to Crenshaw Dr)	2139.4	39.7	26.5	378.7	7.0	4.7	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	1864.9	34.6	23.1	330.1	6.1	4.1	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	1864.9	34.6	23.1	330.1	6.1	4.1	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	310.0	5.8	3.8	54.9	1.0	0.7	56.3
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Regent Street (Grevillea Av to La Brea Av)	311.1	5.8	3.9	55.1	1.0	0.7	56.3

APPENDIX 4.10.2-4

Future (Year 2026) With and Without Project Roadway Noise Levels

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
104th Street (Grevillea Ave to Hawthorne Blvd)	486.7	9.0	6.0	86.2	1.6	1.1	64.4
104th Street (Hawthorne Bl to Prairie Av)	301.2	5.6	3.7	53.3	1.0	0.7	64.4
104th Street (Prairie Av to Doty Av)	398.9	7.4	4.9	70.6	1.3	0.9	64.4
Arbor Vitae Street (Grevillea Av to La Brea Av)	956.5	17.8	11.8	169.3	3.1	2.1	56.3
Arbor Vitae Street (La Brea Av to Myrtle to Prairie Av)	847.9	15.7	10.5	150.1	2.8	1.9	56.3
	738.4	13.7	9.1	130.8	2.4	1.6	
Centinela Avenue (Hyde Park to Florence Av)	1676.8	31.1	20.7	296.8	5.5	3.7	56.3
Centinela Avenue (Hyde Park to Florence Ave)	1676.8	31.1	20.7	296.8	5.5	3.7	56.3
Crenshaw Boulevard (80th Street to Manchester Boulevard	1716.1	31.8	21.2	303.7	5.6	3.8	64.4
Crenshaw Boulevard (Arbor Vitae St to Hardy St)	2526.6	46.9	31.3	447.2	8.3	5.5	64.4
Crenshaw Boulevard (Century Bl to 104th)	2416.3	44.8	29.9	427.7	7.9	5.3	64.4
Crenshaw Boulevard (Century Bl to 104th)	2416.3	44.8	29.9	427.7	7.9	5.3	64.4
Crenshaw Boulevard (Century Bl to 104th)	2416.3	44.8	29.9	427.7	7.9	5.3	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2603.0	48.3	32.2	460.7	8.6	5.7	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2603.0	48.3	32.2	460.7	8.6	5.7	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2603.0	48.3	32.2	460.7	8.6	5.7	64.4
	2068.7	38.4	25.6	366.2	6.8	4.5	64.4
Crenshaw Boulevard (Manchester Bl to Pincay Dr/90th St)	2629.5	48.8	32.5	465.4	8.6	5.8	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2629.5	48.8	32.5	465.4	8.6	5.8	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2629.5	48.8	32.5	465.4	8.6	5.8	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2629.5	48.8	32.5	465.4	8.6	5.8	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2629.5	48.8	32.5	465.4	8.6	5.8	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2817.5	52.3	34.9	498.7	9.3	6.2	64.4
East Florence Avenue (Centinela Av to Prairie Av)	1262.7	23.4	15.6	223.5	4.2	2.8	64.4
East Florence Avenue (Fir Av to La Brea Av)	1524.4	28.3	18.9	269.8	5.0	3.3	64.4
East Florence Avenue (La Brea Av to Market St)	1872.7	34.8	23.2	331.5	6.2	4.1	64.4
East Florence Avenue (Market St to Centinela Av)	2783.5	51.7	34.4	492.7	9.1	6.1	64.4
East Florence Avenue (Prairie Av to West Blvd)	430.8	8.0	5.3	76.3	1.4	0.9	40.2
East Hardy Street (La Brea Av to Prairie Av)	1758.3	32.6	21.8	311.2	5.8	3.9	56.3
East Manchester Boulevard (Grevillea Av to La Brea Av)	2061.2	38.3	25.5	364.8	6.8	4.5	56.3
East Manchester Boulevard (Hillcrest Bl to Spruce Av)	1763.9	32.7	21.8	312.2	5.8	3.9	56.3
East Manchester Boulevard (La Brea Av to Market St)	1677.9	31.1	20.8	297.0	5.5	3.7	56.3
East Manchester Boulevard (Locust St to Hillcrest Bl)	1438.5	26.7	17.8	254.6	4.7	3.2	56.3
East Manchester Boulevard (Market St to Locust St)	2303.8	42.8	28.5	407.8	7.6	5.0	56.3
East Manchester Boulevard (Spruce Av to Prairie Av)	1103.4	20.5	13.7	195.3	3.6	2.4	64.4
East Regent Street (La Brea Av to Market St)							
	537.2	10.0	6.7	95.1	1.8	1.2	56.3
East Regent Street (Market St to Prairie Av)	3478.9	64.6	43.0	615.7	11.4	7.6	56.3
Hawthorne Boulevard (104th St to Lennox Bl)	3170.7	58.8	39.2	561.2	10.4	6.9	56.3
Hawthorne Boulevard (Century Bl to 104th St)	664.1	12.3	8.2	117.5	2.2	1.5	56.4
Hillcrest Bl (Grevillea Av to La Brea Av)	529.0	9.8	6.5	93.6	1.7	1.2	56.4
Hillcrest Blvd (La Brea Av to Market St)	649.8	12.1	8.0	115.0	2.1	1.4	56.4
Hillcrest Blvd (Market St to Nutwood St)	384.1	7.1	4.8	68.0	1.3	0.8	56.4
Hillcrest Blvd (Nutwood St to Manchester Blvd)	1627.4	30.2	20.1	288.0	5.3	3.6	72.4
Kelso St/Pincay Drive (Kareem Ct to Crenshaw Bl)	1455.9	27.0	18.0	257.7	4.8	3.2	72.4
Kelso St/Pincay Drive (Prairie Av to Kareem Ct)	423.8	7.9	5.2	75.0	1.4	0.9	64.4
Kelso St/Pincay Drive (Spruce Ave to Prairie Avenue)	1954.3	36.3	24.2	345.9	6.4	4.3	56.3
La Brea Avenue (Arbor Vitae St to Hardy St)	2177.4	40.4	26.9	385.4	7.2	4.8	56.3
La Brea Avenue (Hardy Street to Century Bl)	2018.6	37.5	25.0	357.3	6.6	4.4	56.3
La Brea Avenue (Market Street to Arbor Vitae St)	2179.5	40.4	27.0	385.8	7.2	4.8	64.4
Manchester Bl (Crenshaw Dr to Crenshaw Bl)	271.0	5.0	3.4	48.0	0.9	0.6	56.4
Myrtle Avenue (Arbor Vitae Street to Hardy Street)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	599.6	11.1	7.4	106.1	1.9	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	1779.6	33.0	22.0	315.0	5.8	3.9	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1779.6	33.0	22.0	315.0	5.8	3.9	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1532.9	28.5	19.0	271.3	5.0	3.4	56.3
North La Brea Avenue (From Hyde Park to Florence Av)	329.4	6.1	4.1	58.3	1.1	0.7	40.2
North Locust Street (Florence Av to Manchester Bl)	264.5	4.9	3.3	46.8	0.9	0.6	40.2

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
North Market Street (Regent St to Florence Av)	1518.1	28.2	18.8	268.7	5.0	3.3	64.4
North Prairie Avenue (Florence Ave to Regent Street)	1477.8	27.4	18.3	261.6	4.9	3.2	64.4
North Prairie Avenue (Regent Street to Manchester Boulevard)	597.6	11.1	7.4	105.8	2.0	1.3	40.2
South Doty Avenue (Century Bl to 102nd)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1483.2	27.5	18.4	262.5	4.9	3.3	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	547.6	10.2	6.8	96.9	1.8	1.2	40.2
South Market Street (Manchester Bl to Regent St)	547.6	10.2	6.8	96.9	1.8	1.2	40.2
South Market Street (Manchester Bl to Regent St)	2751.5	51.1	34.0	487.0	9.0	6.0	64.4
South Prairie Avenue (97th St to Century Bl)	2552.4	47.4	31.6	451.8	8.4	5.6	64.4
South Prairie Avenue (102nd Street to 104th Street)	2244.9	41.7	27.8	397.3	7.4	4.9	64.4
South Prairie Avenue (Arbor Vitae St to Hardy Street)	2475.9	45.9	30.6	438.2	8.1	5.4	64.4
South Prairie Avenue (Century Bl to 102nd St)	2556.7	57.4	31.6	452.5	8.4	5.6	64.4
South Prairie Avenue (From 104th St to Lennox Bl)	2751.5	51.1	34.0	487.0	9.0	6.0	64.4
South Prairie Avenue (Hardy Street to 97th Street)	2295.5	42.6	28.4	406.3	7.5	5.0	64.4
South Prairie Avenue (Manchester Bl to Pincay Dr/Kelso St)	2489.3	46.2	30.8	440.6	8.2	5.5	64.4
South Prairie Avenue (Pincay Dr/Kelso St to Arbor Vitae)							
	693.3	12.9	8.6	122.7	2.3	1.5	48.3
South Yukon Avenue (Century Bl to 102nd Street)	476.6	8.8	5.9	84.4	1.6	1.0	56.4
Spruce Av (La Brea Av to Manchester Av)	3259.4	60.5	40.3	576.9	10.7	7.1	64.4
West Century Boulevard (Club Dr to Crenshaw Bl)	3355.1	62.3	41.5	593.8	11.0	7.4	64.4
West Century Boulevard (Doty Av to HP Casino Way)	2871.1	53.3	35.5	508.2	9.4	6.3	64.4
West Century Boulevard (Freeman Av to Prairie Av)	2704.4	50.2	33.5	478.7	8.9	5.9	64.4
West Century Boulevard (From Crenshaw to Van Ness)	3385.3	62.8	41.9	599.2	11.1	7.4	64.4
West Century Boulevard (From La Brea to Myrtle)	4013.4	74.5	49.7	710.3	13.2	8.8	64.4
West Century Boulevard (From La Brea to Myrtle)	3369.4	62.5	41.7	596.4	11.1	7.4	64.4
West Century Boulevard (From La Brea to Myrtle)	3307.9	61.4	40.9	585.5	10.9	7.2	64.4
West Century Boulevard (From Prairie to Doty)	3145.2	58.4	38.9	556.7	10.3	6.9	64.4
West Century Boulevard (Grevillea Ave to La Brea Av/Hawthorne B	3160.1	58.6	39.1	559.3	10.4	6.9	64.4
West Century Boulevard (HP Casino Way to Yukon)	3160.1	58.6	39.1	559.3	10.4	6.9	64.4
West Century Boulevard (Myrtle Av to Freeman Av)	3160.1	58.6	39.1	559.3	10.4	6.9	64.4
West Century Boulevard (Yukon to Club)	3160.1	58.6	39.1	559.3	10.4	6.9	64.4
West Century Boulevard (Yukon to Club)	2342.6	43.5	29.0	414.6	7.7	5.1	64.4
West Century Boulevard (Yukon to Club)	2915.6	54.1	36.1	516.0	9.6	6.4	64.4
West Century Boulevard (Yukon to Club)	2915.6	54.1	36.1	516.0	9.6	6.4	64.4
West Manchester Boulevard (Crenshaw Bl to Van Ness)	2915.6	54.1	36.1	516.0	9.6	6.4	64.4
West Manchester Boulevard (from Kareem Ct to Crenshaw Dr)	2915.6	54.1	36.1	516.0	9.6	6.4	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2349.3	43.6	29.1	415.8	7.7	5.2	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2349.3	43.6	29.1	415.8	7.7	5.2	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	437.9	8.1	5.4	77.5	1.4	1.0	56.3
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Regent Street (Grevillea Av to La Brea Av)	311.1	5.8	3.9	55.1	1.0	0.7	56.3

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
104th Street (Grevillea Ave to Hawthorne Blvd)	486.6	9.0	6.0	86.1	1.6	1.1	64.4
104th Street (Hawthorne Bl to Prairie Av)	300.5	5.6	3.7	53.2	1.0	0.7	64.4
104th Street (Prairie Av to Doty Av)	396.4	7.4	4.9	70.2	1.3	0.9	64.4
Arbor Vitae Street (Grevillea Av to La Brea Av)	941.9	17.5	11.7	166.7	3.1	2.1	56.3
Arbor Vitae Street (La Brea Av to Myrtle to Prairie Av)	827.1	15.4	10.2	146.4	2.7	1.8	56.3
	723.7	13.4	9.0	128.1	2.4	1.6	
Centinela Avenue (Hyde Park to Florence Av)	1666.1	30.9	20.6	294.9	5.5	3.7	56.3
Centinela Avenue (Hyde Park to Florence Ave)	1666.1	30.9	20.6	294.9	5.5	3.7	56.3
Crenshaw Boulevard (80th Street to Manchester Boulevard	1702.6	31.6	21.1	301.3	5.6	3.7	64.4
Crenshaw Boulevard (Arbor Vitae St to Hardy St)	2482.5	46.1	30.7	439.4	8.2	5.4	64.4
Crenshaw Boulevard (Century Bl to 104th)	2366.9	43.9	29.3	418.9	7.8	5.2	64.4
Crenshaw Boulevard (Century Bl to 104th)	2366.9	43.9	29.3	418.9	7.8	5.2	64.4
Crenshaw Boulevard (Century Bl to 104th)	2366.9	43.9	29.3	418.9	7.8	5.2	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2557.9	47.5	31.6	452.7	8.4	5.6	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2557.9	47.5	31.6	452.7	8.4	5.6	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2557.9	47.5	31.6	452.7	8.4	5.6	64.4
	2043.4	37.9	25.3	361.7	6.7	4.5	64.4
Crenshaw Boulevard (Manchester Bl to Pincay Dr/90th St)	2584.3	48.0	32.0	457.4	8.5	5.7	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2584.3	48.0	32.0	457.4	8.5	5.7	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2584.3	48.0	32.0	457.4	8.5	5.7	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2584.3	48.0	32.0	457.4	8.5	5.7	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2584.3	48.0	32.0	457.4	8.5	5.7	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2789.5	51.8	34.5	493.7	9.2	6.1	64.4
East Florence Avenue (Centinela Av to Prairie Av)	1253.2	23.3	15.5	221.8	4.1	2.7	64.4
East Florence Avenue (Fir Av to La Brea Av)	1514.0	28.1	18.7	268.0	5.0	3.3	64.4
East Florence Avenue (La Brea Av to Market St)	1850.9	34.4	22.9	327.6	6.1	4.1	64.4
East Florence Avenue (Market St to Centinela Av)	2772.4	51.5	34.3	490.8	9.1	6.1	64.4
East Florence Avenue (Prairie Av to West Blvd)	418.9	7.8	5.2	74.1	1.4	0.9	40.2
East Hardy Street (La Brea Av to Prairie Av)	1722.4	32.0	21.3	304.9	5.7	3.8	56.3
East Manchester Boulevard (Grevillea Av to La Brea Av)	2023.4	37.6	25.0	358.1	6.7	4.4	56.3
East Manchester Boulevard (Hillcrest Bl to Spruce Av)	1728.0	32.1	21.4	305.9	5.7	3.8	56.3
East Manchester Boulevard (La Brea Av to Market St)	1647.0	30.6	20.4	291.5	5.4	3.6	56.3
East Manchester Boulevard (Locust St to Hillcrest Bl)	1408.8	26.1	17.4	249.3	4.6	3.1	56.3
East Manchester Boulevard (Market St to Locust St)	2262.3	42.0	28.0	400.4	7.4	5.0	56.3
East Manchester Boulevard (Spruce Av to Prairie Av)	1092.2	20.3	13.5	193.3	3.6	2.4	64.4
East Regent Street (La Brea Av to Market St)	534.0	9.9	6.6	94.5	1.8	1.2	
	3459.8	64.2	42.8	612.4	11.4	7.6	56.3
East Regent Street (Market St to Prairie Av)	3151.5	58.5	39.0	557.8	10.4	6.9	56.3
Hawthorne Boulevard (104th St to Lennox Bl)	660.1	12.3	8.2	116.8	2.2	1.5	56.3
Hawthorne Boulevard (Century Bl to 104th St)	526.3	9.8	6.5	93.2	1.7	1.2	56.4
Hillcrest Bl (Grevillea Av to La Brea Av)	644.6	12.0	8.0	114.1	2.1	1.4	56.4
Hillcrest Blvd (La Brea Av to Market St)	384.0	7.1	4.8	68.0	1.3	0.8	56.4
Hillcrest Blvd (Market St to Nutwood St)	1573.8	29.2	19.5	278.5	5.2	3.5	56.4
Hillcrest Blvd (Nutwood St to Manchester Blvd)	1429.3	26.5	17.7	253.0	4.7	3.1	72.4
Kelso St/Pincay Drive (Kareem Ct to Crenshaw Bl)	417.8	7.8	5.2	74.0	1.4	0.9	72.4
Kelso St/Pincay Drive (Prairie Av to Kareem Ct)	1941.2	36.0	24.0	343.6	6.4	4.3	64.4
Kelso St/Pincay Drive (Spruce Ave to Prairie Avenue)	2161.3	40.1	26.7	382.5	7.1	4.7	56.3
La Brea Avenue (Arbor Vitae St to Hardy St)	2003.2	37.2	24.8	354.6	6.6	4.4	56.3
La Brea Avenue (Hardy Street to Century Bl)	2148.9	39.9	26.6	380.3	7.1	4.7	56.3
La Brea Avenue (Market Street to Arbor Vitae St)	264.9	4.9	3.3	46.9	0.9	0.6	64.4
Manchester Bl (Crenshaw Dr to Crenshaw Bl)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
Myrtle Avenue (Arbor Vitae Street to Hardy Street)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	593.5	11.0	7.3	105.1	2.0	1.3	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	1769.6	32.8	21.9	313.2	5.8	3.9	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	1769.6	32.8	21.9	313.2	5.8	3.9	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1524.1	28.3	18.9	269.8	5.0	3.3	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	323.9	6.0	4.0	57.3	1.1	0.7	56.3
North La Brea Avenue (From Hyde Park to Florence Av)	263.5	4.9	3.3	46.6	0.9	0.6	40.2
North Locust Street (Florence Av to Manchester Bl)	1486.1	27.6	18.4	263.0	4.9	3.3	40.2

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
North Market Street (Regent St to Florence Av)	1445.2	26.8	17.9	255.8	4.8	3.2	64.4
North Prairie Avenue (Florence Ave to Regent Street)	578.6	10.7	7.2	102.4	1.9	1.3	64.4
North Prairie Avenue (Regent Street to Manchester Boulevard)	1476.7	27.4	18.3	261.4	4.9	3.2	40.2
South Doty Avenue (Century Bl to 102nd)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1476.7	27.4	18.3	261.4	4.9	3.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	540.7	10.0	6.7	95.7	1.8	1.2	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	540.7	10.0	6.7	95.7	1.8	1.2	40.2
South Market Street (Manchester Bl to Regent St)	2669.2	49.5	33.0	472.4	8.8	5.8	40.2
South Market Street (Manchester Bl to Regent St)	2466.8	45.8	30.5	436.6	8.1	5.4	64.4
South Prairie Avenue (97th St to Century Bl)	2473.3	45.9	30.6	437.8	8.1	5.4	64.4
South Prairie Avenue (102nd Street to 104th Street)	2185.5	40.6	27.0	386.8	7.2	4.8	64.4
South Prairie Avenue (Arbor Vitae St to Hardy Street)	2398.3	44.5	29.7	424.5	7.9	5.3	64.4
South Prairie Avenue (Century Bl to 102nd St)	2669.1	49.5	33.0	472.4	8.8	5.8	64.4
South Prairie Avenue (From 104th St to Lennox Bl)	2234.4	41.5	27.6	395.5	7.3	4.9	64.4
South Prairie Avenue (Hardy Street to 97th Street)	2435.5	45.2	30.1	431.1	8.0	5.3	64.4
South Prairie Avenue (Manchester Bl to Pincay Dr/Kelso St)							64.4
South Prairie Avenue (Pincay Dr/Kelso St to Arbor Vitae)	677.6	12.6	8.4	119.9	2.2	1.5	
	466.4	8.7	5.8	82.6	1.5	1.0	48.3
South Yukon Avenue (Century Bl to 102nd Street)	3192.0	59.2	39.5	564.8	10.5	7.0	56.4
Spruce Av (La Brea Av to Manchester Av)	3287.4	61.0	40.7	581.8	10.8	7.2	64.4
West Century Boulevard (Club Dr to Crenshaw Bl)	2808.1	52.1	34.7	497.0	9.2	6.2	64.4
West Century Boulevard (Doty Av to HP Casino Way)	2663.0	49.4	32.9	471.3	8.8	5.8	64.4
West Century Boulevard (Freeman Av to Prairie Av)	3318.5	61.6	41.1	587.3	10.9	7.3	64.4
West Century Boulevard (From Crenshaw to Van Ness)	3956.0	73.4	48.9	700.2	13.0	8.7	64.4
West Century Boulevard (From La Brea to Myrtle)	3301.3	61.3	40.8	584.3	10.8	7.2	64.4
West Century Boulevard (From La Brea to Myrtle)	3243.8	60.2	40.1	574.1	10.7	7.1	64.4
West Century Boulevard (From La Brea to Myrtle)	3081.8	57.2	38.1	545.5	10.1	6.8	64.4
West Century Boulevard (From Prairie to Doty)	3094.6	57.4	38.3	547.7	10.2	6.8	64.4
West Century Boulevard (Grevillea Ave to La Brea Av/Hawthorne B	3094.6	57.4	38.3	547.7	10.2	6.8	64.4
West Century Boulevard (HP Casino Way to Yukon)	3094.6	57.4	38.3	547.7	10.2	6.8	64.4
West Century Boulevard (Myrtle Av to Freeman Av)	3094.6	57.4	38.3	547.7	10.2	6.8	64.4
West Century Boulevard (Yukon to Club)	2311.1	42.9	28.6	409.1	7.6	5.1	64.4
West Century Boulevard (Yukon to Club)	2871.4	53.3	35.5	508.2	9.4	6.3	64.4
West Century Boulevard (Yukon to Club)	2871.4	53.3	35.5	508.2	9.4	6.3	64.4
West Century Boulevard (Yukon to Club)	2871.4	53.3	35.5	508.2	9.4	6.3	64.4
West Manchester Boulevard (Crenshaw Bl to Van Ness)	2871.4	53.3	35.5	508.2	9.4	6.3	64.4
West Manchester Boulevard (from Kareem Ct to Crenshaw Dr)	2324.2	43.1	28.8	411.4	7.6	5.1	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2324.2	43.1	28.8	411.4	7.6	5.1	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	435.6	8.1	5.4	77.1	1.4	1.0	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	437.9	8.1	5.4	77.5	1.4	1.0	56.3
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Regent Street (Grevillea Av to La Brea Av)	311.1	5.8	3.9	55.1	1.0	0.7	56.3

APPENDIX 4.10.2-5

Future (Year 2045) With and Without Project Roadway Noise Levels

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
104th Street (Grevillea Ave to Hawthorne Blvd)	608.0	11.3	7.5	107.6	2.0	1.3	64.4
104th Street (Hawthorne Bl to Prairie Av)	379.7	7.1	4.7	67.2	1.3	0.8	64.4
104th Street (Prairie Av to Doty Av)	476.2	8.8	5.9	84.3	1.6	1.0	64.4
Arbor Vitae Street (Grevillea Av to La Brea Av)	1124.6	20.9	13.9	199.1	3.7	2.5	56.3
Arbor Vitae Street (La Brea Av to Myrtle to Prairie Av)	956.4	17.8	11.8	169.3	3.1	2.1	56.3
	836.2	15.5	10.3	148.0	2.8	1.8	
Centinela Avenue (Hyde Park to Florence Av)	1895.5	35.2	23.5	335.5	6.2	4.2	56.3
Centinela Avenue (Hyde Park to Florence Ave)	1895.5	35.2	23.5	335.5	6.2	4.2	56.3
Crenshaw Boulevard (80th Street to Manchester Boulevard	1962.5	36.4	24.3	347.4	6.5	4.3	64.4
Crenshaw Boulevard (Arbor Vitae St to Hardy St)	2874.3	53.3	35.6	508.7	9.4	6.3	64.4
Crenshaw Boulevard (Century Bl to 104th)	2740.0	50.8	33.9	485.0	9.0	6.0	64.4
Crenshaw Boulevard (Century Bl to 104th)	2740.0	50.8	33.9	485.0	9.0	6.0	64.4
Crenshaw Boulevard (Century Bl to 104th)	2740.0	50.8	33.9	485.0	9.0	6.0	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2949.4	54.7	36.5	522.0	9.7	6.5	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2949.4	54.7	36.5	522.0	9.7	6.5	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2949.4	54.7	36.5	522.0	9.7	6.5	64.4
	2334.7	43.3	28.9	413.2	7.7	5.1	64.4
Crenshaw Boulevard (Manchester Bl to Pincay Dr/90th St)	3029.2	56.2	37.5	536.1	10.0	6.6	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	3029.2	56.2	37.5	536.1	10.0	6.6	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	3029.2	56.2	37.5	536.1	10.0	6.6	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	3029.2	56.2	37.5	536.1	10.0	6.6	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	3029.2	56.2	37.5	536.1	10.0	6.6	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	3224.6	59.8	39.9	570.7	10.6	7.1	64.4
East Florence Avenue (Centinela Av to Prairie Av)	1538.8	28.6	19.0	272.3	5.1	3.4	64.4
East Florence Avenue (Fir Av to La Brea Av)	1827.5	33.9	22.6	323.5	6.0	4.0	64.4
East Florence Avenue (La Brea Av to Market St)	2220.7	41.2	27.5	393.1	7.3	4.9	64.4
East Florence Avenue (Market St to Centinela Av)	3228.3	59.9	39.9	571.4	10.6	7.1	64.4
East Florence Avenue (Prairie Av to West Blvd)	487.0	9.0	6.0	86.2	1.6	1.1	40.2
East Hardy Street (La Brea Av to Prairie Av)	1925.1	35.7	23.8	340.7	6.3	4.2	56.3
East Manchester Boulevard (Grevillea Av to La Brea Av)	2332.2	43.3	28.9	412.8	7.7	5.1	56.3
East Manchester Boulevard (Hillcrest Bl to Spruce Av)	1915.8	35.6	23.7	339.1	6.3	4.2	56.3
East Manchester Boulevard (La Brea Av to Market St)	1844.4	34.2	22.8	326.5	6.1	4.0	56.3
East Manchester Boulevard (Locust St to Hillcrest Bl)	1558.7	28.9	19.3	275.9	5.1	3.4	56.3
East Manchester Boulevard (Market St to Locust St)	2593.8	48.1	32.1	459.1	8.5	5.7	56.3
East Manchester Boulevard (Spruce Av to Prairie Av)	1311.8	24.3	16.2	232.2	4.3	2.9	64.4
East Regent Street (La Brea Av to Market St)	633.5	11.8	7.8	112.1	2.1	1.4	
	4182.4	77.6	51.7	740.2	13.7	9.2	56.3
East Regent Street (Market St to Prairie Av)	3805.6	70.6	47.1	673.6	12.5	8.3	56.3
Hawthorne Boulevard (104th St to Lennox Bl)	819.2	15.2	10.1	145.0	2.7	1.8	56.3
Hawthorne Boulevard (Century Bl to 104th St)	630.4	11.7	7.8	111.6	2.1	1.4	56.4
Hillcrest Bl (Grevillea Av to La Brea Av)	766.7	14.2	9.5	135.7	2.5	1.7	56.4
Hillcrest Blvd (La Brea Av to Market St)	448.0	8.3	5.5	79.3	1.5	1.0	56.4
Hillcrest Blvd (Market St to Nutwood St)	1881.4	34.9	23.3	333.0	6.2	4.1	56.4
Hillcrest Blvd (Nutwood St to Manchester Blvd)	1667.4	30.9	20.6	295.1	5.5	3.7	72.4
Kelso St/Pincay Drive (Kareem Ct to Crenshaw Bl)	512.3	9.5	6.3	90.7	1.7	1.2	72.4
Kelso St/Pincay Drive (Prairie Av to Kareem Ct)	2300.5	42.7	28.5	407.2	7.6	5.0	64.4
Kelso St/Pincay Drive (Spruce Ave to Prairie Avenue)	2603.0	48.3	32.2	460.7	8.6	5.7	56.3
La Brea Avenue (Arbor Vitae St to Hardy St)	2324.7	43.1	28.8	411.5	7.6	5.1	56.3
La Brea Avenue (Hardy Street to Century Bl)	2515.1	46.7	31.1	445.2	8.3	5.5	56.3
La Brea Avenue (Market Street to Arbor Vitae St)	356.5	6.6	4.4	63.1	1.2	0.8	64.4
Manchester Bl (Crenshaw Dr to Crenshaw Bl)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
Myrtle Avenue (Arbor Vitae Street to Hardy Street)							56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	684.9	12.7	8.5	121.2	2.3	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	1983.2	36.8	24.5	351.0	6.5	4.3	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1983.2	36.8	24.5	351.0	6.5	4.3	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1745.6	32.4	21.6	309.0	5.7	3.8	56.3
North La Brea Avenue (From Hyde Park to Florence Av)	385.4	7.2	4.8	68.2	1.3	0.8	40.2
North Locust Street (Florence Av to Manchester Bl)	330.3	6.1	4.1	58.5	1.1	0.7	40.2

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
North Market Street (Regent St to Florence Av)	1707.2	31.7	21.1	302.2	5.6	3.7	64.4
North Prairie Avenue (Florence Ave to Regent Street)	1583.7	29.4	19.6	280.3	5.2	3.5	64.4
North Prairie Avenue (Regent Street to Manchester Boulevard)	642.4	11.9	8.0	113.7	2.1	1.4	40.2
South Doty Avenue (Century Bl to 102nd)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1699.3	31.5	21.0	300.8	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	624.9	11.6	7.7	110.6	2.1	1.4	40.2
South Market Street (Manchester Bl to Regent St)	624.9	11.6	7.7	110.6	2.1	1.4	40.2
South Market Street (Manchester Bl to Regent St)	3044.2	56.5	37.7	538.8	10.0	6.7	64.4
South Prairie Avenue (97th St to Century Bl)	2893.8	53.7	35.8	512.2	9.5	6.3	64.4
South Prairie Avenue (102nd Street to 104th Street)	2603.4	48.3	32.2	460.8	8.6	5.7	64.4
South Prairie Avenue (Arbor Vitae St to Hardy Street)	2803.7	52.0	34.7	496.2	9.2	6.1	64.4
South Prairie Avenue (Century Bl to 102nd St)	2862.3	53.1	35.4	506.6	9.4	6.3	64.4
South Prairie Avenue (From 104th St to Lennox Bl)	3044.2	56.5	37.7	538.8	10.0	6.7	64.4
South Prairie Avenue (Hardy Street to 97th Street)	2635.8	48.9	32.6	466.5	8.7	5.8	64.4
South Prairie Avenue (Manchester Bl to Pincay Dr/Kelso St)	2784.7	51.7	34.5	492.9	9.2	6.1	64.4
South Prairie Avenue (Pincay Dr/Kelso St to Arbor Vitae)							
	749.6	13.9	9.3	132.7	2.5	1.6	48.3
South Yukon Avenue (Century Bl to 102nd Street)	558.3	10.4	6.9	98.8	1.8	1.2	56.4
Spruce Av (La Brea Av to Manchester Av)	3744.3	69.5	46.3	662.7	12.3	8.2	64.4
West Century Boulevard (Club Dr to Crenshaw Bl)	3851.0	71.5	47.6	681.6	12.7	8.4	64.4
West Century Boulevard (Doty Av to HP Casino Way)	3409.4	63.3	42.2	603.4	11.2	7.5	64.4
West Century Boulevard (Freeman Av to Prairie Av)	3158.0	58.6	39.1	558.9	10.4	6.9	64.4
West Century Boulevard (From Crenshaw to Van Ness)	4821.9	89.5	59.7	853.4	15.8	10.6	64.4
West Century Boulevard (From La Brea to Myrtle)	3853.4	71.5	47.7	682.0	12.7	8.4	64.4
West Century Boulevard (From La Brea to Myrtle)	3883.4	72.1	48.0	687.3	12.8	8.5	64.4
West Century Boulevard (From La Brea to Myrtle)	3751.4	69.6	46.4	664.0	12.3	8.2	64.4
West Century Boulevard (From Prairie to Doty)	3934.0	73.0	48.7	696.3	12.9	8.6	64.4
West Century Boulevard (Grevillea Ave to La Brea Av/Hawthorne B	3622.9	67.2	44.8	641.2	11.9	7.9	64.4
West Century Boulevard (HP Casino Way to Yukon)	3622.9	67.2	44.8	641.2	11.9	7.9	64.4
West Century Boulevard (Myrtle Av to Freeman Av)	3622.9	67.2	44.8	641.2	11.9	7.9	64.4
West Century Boulevard (Yukon to Club)	3622.9	67.2	44.8	641.2	11.9	7.9	64.4
West Century Boulevard (Yukon to Club)	2653.7	49.2	32.8	469.7	8.7	5.8	64.4
West Century Boulevard (Yukon to Club)	3395.9	63.0	42.0	601.0	11.2	7.4	64.4
West Century Boulevard (Yukon to Club)	3395.9	63.0	42.0	601.0	11.2	7.4	64.4
West Manchester Boulevard (Crenshaw Bl to Van Ness)	3395.9	63.0	42.0	601.0	11.2	7.4	64.4
West Manchester Boulevard (from Kareem Ct to Crenshaw Dr)	3395.9	63.0	42.0	601.0	11.2	7.4	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2675.0	49.6	33.1	473.4	8.8	5.9	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2675.0	49.6	33.1	473.4	8.8	5.9	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	549.7	10.2	6.8	97.3	1.8	1.2	56.3
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Regent Street (Grevillea Av to La Brea Av)	311.1	5.8	3.9	55.1	1.0	0.7	56.3

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
104th Street (Grevillea Ave to Hawthorne Blvd)	607.7	11.3	7.5	107.6	2.0	1.3	64.4
104th Street (Hawthorne Bl to Prairie Av)	378.6	7.0	4.7	67.0	1.2	0.8	64.4
104th Street (Prairie Av to Doty Av)	473.1	8.8	5.9	83.7	1.6	1.0	64.4
Arbor Vitae Street (Grevillea Av to La Brea Av)	1109.7	20.6	13.7	196.4	3.6	2.4	56.3
Arbor Vitae Street (La Brea Av to Myrtle to Prairie Av)	933.7	17.3	11.6	165.3	3.1	2.0	56.3
	819.4	15.2	10.1	145.0	2.7	1.8	
Centinela Avenue (Hyde Park to Florence Av)	1881.4	34.9	23.3	333.0	6.2	4.1	56.3
Centinela Avenue (Hyde Park to Florence Ave)	1881.4	34.9	23.3	333.0	6.2	4.1	56.3
Crenshaw Boulevard (80th Street to Manchester Boulevard	1945.3	36.1	24.1	344.3	6.4	4.3	64.4
Crenshaw Boulevard (Arbor Vitae St to Hardy St)	2816.5	52.3	34.8	498.5	9.3	6.2	64.4
Crenshaw Boulevard (Century Bl to 104th)	2674.9	49.6	33.1	473.4	8.8	5.9	64.4
Crenshaw Boulevard (Century Bl to 104th)	2674.9	49.6	33.1	473.4	8.8	5.9	64.4
Crenshaw Boulevard (Century Bl to 104th)	2674.9	49.6	33.1	473.4	8.8	5.9	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2891.3	53.7	35.8	511.7	9.5	6.3	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2891.3	53.7	35.8	511.7	9.5	6.3	64.4
Crenshaw Boulevard (Hardy St to Century Bl)	2891.3	53.7	35.8	511.7	9.5	6.3	64.4
	2302.3	42.7	28.5	407.5	7.6	5.0	64.4
Crenshaw Boulevard (Manchester Bl to Pincay Dr/90th St)	2968.6	55.9	36.7	525.4	9.8	6.5	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2968.6	55.9	36.7	525.4	9.8	6.5	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2968.6	55.9	36.7	525.4	9.8	6.5	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2968.6	55.9	36.7	525.4	9.8	6.5	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	2968.6	55.9	36.7	525.4	9.8	6.5	64.4
Crenshaw Boulevard (Pincay Dr/90th St to Arbor Vitae St)	3191.7	59.2	39.5	564.9	10.5	7.0	64.4
East Florence Avenue (Centinela Av to Prairie Av)	1526.1	28.3	18.9	270.1	5.0	3.3	64.4
East Florence Avenue (Fir Av to La Brea Av)	1813.5	33.7	22.4	321.0	6.0	4.0	64.4
East Florence Avenue (La Brea Av to Market St)	2195.0	40.7	27.2	388.5	7.2	4.8	64.4
East Florence Avenue (Market St to Centinela Av)	3228.3	59.9	39.9	571.4	10.6	7.1	64.4
East Florence Avenue (Prairie Av to West Blvd)	473.6	8.8	5.9	83.8	1.6	1.0	40.2
East Hardy Street (La Brea Av to Prairie Av)	1877.8	34.9	23.2	332.4	6.2	4.1	56.3
East Manchester Boulevard (Grevillea Av to La Brea Av)	2282.4	42.4	28.2	404.0	7.5	5.0	56.3
East Manchester Boulevard (Hillcrest Bl to Spruce Av)	1868.4	34.7	23.1	330.7	6.1	4.1	56.3
East Manchester Boulevard (La Brea Av to Market St)	1803.0	33.5	22.3	319.1	5.9	4.0	56.3
East Manchester Boulevard (Locust St to Hillcrest Bl)	1518.8	28.2	18.8	268.8	5.0	3.3	56.3
East Manchester Boulevard (Market St to Locust St)	2540.7	47.2	31.4	449.7	8.3	5.6	56.3
East Manchester Boulevard (Spruce Av to Prairie Av)	1299.1	24.1	16.1	229.9	4.3	2.8	64.4
East Regent Street (La Brea Av to Market St)	629.7	11.7	7.8	111.4	2.1	1.4	
	4160.9	77.2	51.5	736.4	13.7	9.1	56.3
East Regent Street (Market St to Prairie Av)	3784.0	70.2	46.8	669.7	12.4	8.3	56.3
Hawthorne Boulevard (104th St to Lennox Bl)	813.5	15.1	10.1	144.0	2.7	1.8	56.3
Hawthorne Boulevard (Century Bl to 104th St)	626.7	11.6	7.8	110.9	2.1	1.4	56.4
Hillcrest Bl (Grevillea Av to La Brea Av)	759.8	14.1	9.4	134.5	2.5	1.7	56.4
Hillcrest Blvd (La Brea Av to Market St)	447.9	8.3	5.5	79.3	1.5	1.0	56.4
Hillcrest Blvd (Market St to Nutwood St)	1808.4	33.6	22.4	320.1	5.9	4.0	56.4
Hillcrest Blvd (Nutwood St to Manchester Blvd)	1631.3	30.3	20.2	288.7	5.4	3.6	72.4
Kelso St/Pincay Drive (Kareem Ct to Crenshaw Bl)	504.0	9.4	6.2	89.2	1.7	1.1	72.4
Kelso St/Pincay Drive (Prairie Av to Kareem Ct)	2283.8	42.4	28.3	404.2	7.5	5.0	64.4
Kelso St/Pincay Drive (Spruce Ave to Prairie Avenue)	2582.4	47.9	32.0	457.1	8.5	5.7	56.3
La Brea Avenue (Arbor Vitae St to Hardy St)	2306.6	42.8	28.5	408.3	7.6	5.1	56.3
La Brea Avenue (Hardy Street to Century Bl)	2475.1	45.9	30.6	438.1	8.1	5.4	56.3
La Brea Avenue (Market Street to Arbor Vitae St)	347.8	6.5	4.3	61.6	1.1	0.8	64.4
Manchester Bl (Crenshaw Dr to Crenshaw Bl)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
Myrtle Avenue (Arbor Vitae Street to Hardy Street)							56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	677.3	12.6	8.4	119.9	2.2	1.5	56.4
North Hillcrest Boulevard (Manchester Bl to Florence Av)	1971.6	36.6	24.4	349.0	6.5	4.3	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1971.6	36.6	24.4	349.0	6.5	4.3	56.3
North La Brea Avenue (Florence Av to Manchester Bl)	1735.7	32.2	21.5	307.2	5.7	3.8	56.3
North La Brea Avenue (From Hyde Park to Florence Av)	378.1	7.0	4.7	66.9	1.2	0.8	40.2
North Locust Street (Florence Av to Manchester Bl)	329.0	6.1	4.1	58.2	1.1	0.7	40.2

	Daytime	MT ADT	HT	Nighttime	MT ADT	HT	Speed (km/h)
North Market Street (Regent St to Florence Av)	1670.6	31.0	20.7	295.7	5.5	3.7	64.4
North Prairie Avenue (Florence Ave to Regent Street)	1546.4	28.7	19.1	273.7	5.1	3.4	64.4
North Prairie Avenue (Regent Street to Manchester Boulevard)	621.6	11.5	7.7	110.0	2.0	1.4	40.2
South Doty Avenue (Century Bl to 102nd)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	1691.4	31.4	20.9	299.4	5.6	3.7	56.3
South La Brea Avenue (Manchester Bl to Spruce Ave/Market St)	617.0	11.5	7.6	109.2	2.0	1.4	40.2
South Market Street (Manchester Bl to Regent St)	617.0	11.5	7.6	109.2	2.0	1.4	40.2
South Market Street (Manchester Bl to Regent St)	2943.5	54.6	36.4	521.0	9.7	6.4	64.4
South Prairie Avenue (97th St to Century Bl)	2783.6	51.7	34.4	492.7	9.1	6.1	64.4
South Prairie Avenue (102nd Street to 104th Street)	2529.5	46.9	31.3	447.7	8.3	5.5	64.4
South Prairie Avenue (Arbor Vitae St to Hardy Street)	2704.8	50.2	33.5	478.7	8.9	5.9	64.4
South Prairie Avenue (Century Bl to 102nd St)	2755.4	51.1	34.1	487.7	9.1	6.0	64.4
South Prairie Avenue (From 104th St to Lennox Bl)	2943.5	54.6	36.4	521.0	9.7	6.4	64.4
South Prairie Avenue (Hardy Street to 97th Street)	2560.3	47.5	31.7	453.2	8.4	5.6	64.4
South Prairie Avenue (Manchester Bl to Pincay Dr/Kelso St)	2721.3	50.5	33.7	481.7	8.9	6.0	64.4
South Prairie Avenue (Pincay Dr/Kelso St to Arbor Vitae)							
	732.5	13.6	9.1	129.6	2.4	1.6	48.3
South Yukon Avenue (Century Bl to 102nd Street)	546.5	10.1	6.8	96.7	1.8	1.2	56.4
Spruce Av (La Brea Av to Manchester Av)	3662.6	68.0	45.3	648.2	12.0	8.0	64.4
West Century Boulevard (Club Dr to Crenshaw Bl)	3108.4	57.7	38.5	550.2	10.2	6.8	64.4
West Century Boulevard (Doty Av to HP Casino Way)	3769.9	70.0	46.6	667.2	12.4	8.3	64.4
West Century Boulevard (Freeman Av to Prairie Av)	3330.7	61.8	41.2	589.5	10.9	7.3	64.4
West Century Boulevard (From Crenshaw to Van Ness)	4749.4	88.1	58.8	840.6	15.6	10.4	64.4
West Century Boulevard (From La Brea to Myrtle)	3772.2	70.0	46.7	667.6	12.4	8.3	64.4
West Century Boulevard (From La Brea to Myrtle)	3804.2	70.6	47.1	673.3	12.5	8.3	64.4
West Century Boulevard (From La Brea to Myrtle)	3672.3	68.1	45.4	650.0	12.1	8.0	64.4
West Century Boulevard (From Prairie to Doty)	3852.7	71.5	47.7	681.9	12.7	8.4	64.4
West Century Boulevard (Grevillea Ave to La Brea Av/Hawthorne B	3544.8	65.8	43.9	627.4	11.6	7.8	64.4
West Century Boulevard (HP Casino Way to Yukon)	3544.8	65.8	43.9	627.4	11.6	7.8	64.4
West Century Boulevard (Myrtle Av to Freeman Av)	3544.8	65.8	43.9	627.4	11.6	7.8	64.4
West Century Boulevard (Yukon to Club)	3544.8	65.8	43.9	627.4	11.6	7.8	64.4
West Century Boulevard (Yukon to Club)	2613.2	48.5	32.3	462.5	8.6	5.7	64.4
West Century Boulevard (Yukon to Club)	3338.2	62.0	41.3	590.8	11.0	7.3	64.4
West Century Boulevard (Yukon to Club)	3338.2	62.0	41.3	590.8	11.0	7.3	64.4
West Manchester Boulevard (Crenshaw Bl to Van Ness)	3338.2	62.0	41.3	590.8	11.0	7.3	64.4
West Manchester Boulevard (from Kareem Ct to Crenshaw Dr)	3338.2	62.0	41.3	590.8	11.0	7.3	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2641.5	49.0	32.7	467.5	8.7	5.8	64.4
West Manchester Boulevard (From Prairie to Kareem Ct)	2641.5	49.0	32.7	467.5	8.7	5.8	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	546.9	10.2	6.8	96.8	1.8	1.2	56.3
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Manchester Boulevard (Kareem Ct to Crenshaw Dr)	2152.9	40.0	26.6	381.0	7.1	4.7	64.4
West Regent Street (Grevillea Av to La Brea Av)	311.1	5.8	3.9	55.1	1.0	0.7	56.3

APPENDIX 4.10.2-6

Adjusted Baseline

Adjusted Baseline Typical Weekday Non-Event without Proposed Project

Street	Segment		Noise Level (dBA)	
	From	To	Daytime	Nighttime
North/South				
La Brea Avenue	Hyde Park Boulevard (Beech Avenue)	Florence Avenue	67.1	59.6
	Florence Avenue	Manchester Boulevard	67.8	60.3
	Manchester Boulevard	Spruce Avenue/ Market Street	66.7	59.2
	Spruce Avenue/Market Street	Arbor Vitae Street	67.8	60.3
	Arbor Vitae Street	Hardy Street	68.5	60.9
	Hardy Street	Century Boulevard	68.6	61.1
Hawthorne Boulevard	Century Boulevard	104th Street	70.2	62.7
	104th Street	Lennox Boulevard	70.7	63.2
Prairie Avenue	Florence Avenue	Regent Street	68.9	61.4
	Regent Street	Manchester Boulevard	69	61.5
	Manchester Boulevard	Kelso St/Pincay Drive	70.1	62.6
	Kelso St/Pincay Drive	Arbor Vitae Street	71.4	63.9
	Arbor Vitae Street	Hardy Street	70.6	63.1
	Hardy Street	97th Street	70.9	63.4
	97th Street	Century Boulevard	70.9	63.4
	Century Boulevard	102nd Street	70.4	63
	102nd Street	104th Street	70.5	62.9
	104th Street	Lennox Boulevard	70.6	63.1
Crenshaw Boulevard	80th Street	Manchester Boulevard	69.2	61.7
	Manchester Boulevard	Pincay Drive/90th Street	69.6	62.1
	Pincay Drive/90th Street	Arbor Vitae Street	70.5	63
	Hardy Street	Century Boulevard	70.5	62.9
	Century Boulevard	104th Street	69.8	62.3
Market Street	Florence Avenue	Regent Street	55.8	48.2
	Regent Street	Manchester Boulevard	59.6	52
Myrtle Avenue	Arbor Vitae Street	Hardy Street	59.8	52.3
Doty Avenue	Century Boulevard	104th Street	58.1	50.6
Yukon Avenue	Century Boulevard	104th Street	62.4	54.9
Locust Street	Florence Avenue	Manchester Boulevard	56.4	48.8
East/West				
Centinela Avenue	Hyde Park Boulevard	Florence Avenue	68	60.5
	Fir Avenue	La Brea Avenue	67.7	60.2

	La Brea Avenue	Market Street	68.7	61.2
Florence Avenue	Market Street	Centinela Avenue	69.3	61.8
	Centinela Avenue	Prairie Avenue	71.5	64
	Prairie Avenue	West Boulevard	71.5	64
	Grevillea Avenue	La Brea Avenue	67.2	59.6
	La Brea Avenue	Market Street	67.2	59.7
	Market Street	Locust Street	66.6	59.1
	Locust Street	Hillcrest Boulevard	66.9	59.4
Manchester Boulevard	Hillcrest Boulevard	Spruce Avenue	67.7	60.2
	Spruce Avenue	Prairie Avenue	68.4	60.9
	Prairie Avenue	Kareem Court	70.5	63
	Kareem Court	Crenshaw Drive	71.1	63.6
	Crenshaw Drive	Crenshaw Boulevard	69.9	62.4
	Crenshaw Boulevard	Van Ness Avenue	70.4	62.9
	Grevillea Avenue	La Brea Avenue	65.2	57.7
Arbor Vitae Street	La Brea Avenue	Myrtle Avenue	63.5	56
	Myrtle Avenue	Prairie Avenue	63.1	55.6
	Grevillea Avenue	La Brea Avenue/Hawthorne Boulevard	72.5	65
	La Brea Avenue/Hawthorne Boulevard	Myrtle Avenue	71.6	64.1
	Myrtle Avenue	Freeman Avenue	71.2	63.7
	Freeman Avenue	Prairie Avenue	70.7	63.1
Century Boulevard	Prairie Avenue	Doty Avenue	71.6	64.1
	Doty Avenue	HP Casino Way	71.7	64.2
	HP Casino Way	Yukon Avenue	71.7	64.2
	Yukon Avenue	Club Drive	71.6	64.1
	Club Drive	Crenshaw Boulevard	71.8	64.3
	Crenshaw Boulevard	Van Ness Avenue	71.1	63.6
	Grevillea Avenue	La Brea Avenue	61.1	53.6
Regent Street	La Brea Avenue	Market Street	66	58.5
	Market Street	Prairie Avenue	63	55.5
	Grevillea Avenue	La Brea Avenue	63.3	55.8
	La Brea Avenue	Market Street	62.5	55
Hillcrest Boulevard	Market Street	Nutwood Street /Locust Street	63.6	56
	Nutwood Street /Locust Street	Manchester Boulevard	60.9	53.3
	Manchester Boulevard	Florence Avenue	63	55.5
Spruce Avenue	La Brea Avenue	Manchester Avenue	58.6	51.1

	Spruce Avenue	Prairie Avenue	63	55.4
Kelso Street/Pincay Drive	Prairie Avenue	Kareem Court	69.8	62.2
	Kareem Court	Crenshaw Boulevard	68.5	61
Hardy Street	La Brea Avenue	Prairie Avenue	57.4	49.9
	Grevillea Avenue	Hawthorne Boulevard	63.8	56.3
104th Street	Hawthorne Boulevard	Prairie Avenue	61.6	54.1
	Prairie Avenue	Doty Avenue	61	53.5

*Source: Refer to **Appendix 4.10-2.2** for adjusted baseline roadway noise levels*

Adjusted Baseline Typical Weekday Non-Event with Proposed Project

Street	Segment		Time Period	Noise Level (dBA)			Significant Impact?
	From	To		Without Project	With Project	Increase/ Decrease	
North/South							
La Brea Avenue	Hyde Park Boulevard (Beech Avenue)	Florence Avenue	Daytime	67.1	67.1	0	**No**
			Nighttime	59.6	59.5	-0.1	**No**
	Florence Avenue	Manchester Boulevard	Daytime	67.8	67.8	0	**No**
			Nighttime	60.3	60.3	0	**No**
	Manchester Boulevard	Spruce Avenue/ Market Street	Daytime	66.7	66.7	0	**No**
			Nighttime	59.2	58.9	-0.3	**No**
	Spruce Avenue/Market Street	Arbor Vitae Street	Daytime	67.8	67.8	0	**No**
			Nighttime	60.3	60.3	0	**No**
	Arbor Vitae Street	Hardy Street	Daytime	68.5	68.4	-0.2	**No**
			Nighttime	60.9	60.9	0	**No**
	Hardy Street	Century Boulevard	Daytime	68.6	68.6	0	**No**
			Nighttime	61.1	61.1	0	**No**
Hawthorne Boulevard	Century Boulevard	104th Street	Daytime	70.2	70.2	0	**No**
			Nighttime	62.7	62.7	0	**No**
	104th Street	Lennox Boulevard	Daytime	70.7	70.7	0	**No**
			Nighttime	63.2	63.2	0	**No**
Prairie Avenue	Florence Avenue	Regent Street	Daytime	68.9	68.9	0	**No**
			Nighttime	61.4	61.3	-0.1	**No**
	Regent Street	Manchester Boulevard	Daytime	69	69	0	**No**
			Nighttime	61.5	61.4	-0.1	**No**
	Manchester Boulevard	Kelso St/Pincay Drive	Daytime	70.1	70.1	0	**No**
			Nighttime	62.6	62.6	0	**No**
	Kelso St/Pincay Drive	Arbor Vitae Street	Daytime	71.4	71.3	-0.1	**No**
			Nighttime	63.9	63.8	-0.1	**No**
	Arbor Vitae Street	Hardy Street	Daytime	70.6	70.5	-0.1	**No**
			Nighttime	63.1	63	-0.1	**No**
	Hardy Street	97th Street	Daytime	70.9	70.8	-0.1	**No**
			Nighttime	63.4	63.3	-0.1	**No**
	97th Street	Century Boulevard	Daytime	70.9	70.8	-0.1	**No**
			Nighttime	63.4	63.3	-0.1	**No**
	Century Boulevard	102nd Street	Daytime	70.4	70.4	0	**No**
			Nighttime	62.9	62.9	0	**No**
	102nd Street	104th Street	Daytime	70.5	70.5	0	**No**
			Nighttime	63	62.9	-0.1	**No**
	104th Street	Lennox Boulevard	Daytime	70.6	70.5	-0.1	**No**
			Nighttime	63.1	63	-0.1	**No**
Crenshaw Boulevard	80th Street	Manchester Boulevard	Daytime	69.2	69.2	0	**No**
			Nighttime	61.7	61.7	0	**No**
	Manchester Boulevard	Pincay Drive/90th Street	Daytime	69.6	69.6	0	**No**
			Nighttime	62.1	62.1	0	**No**
	Pincay Drive/90th Street	Arbor Vitae Street	Daytime	70.5	70.5	0	**No**
			Nighttime	63	63	0	**No**
	Hardy Street	Century Boulevard	Daytime	70.5	70.4	-0.1	**No**
			Nighttime	62.9	62.9	0	**No**
	Century Boulevard	104th Street	Daytime	69.8	69.8	0	**No**
			Nighttime	62.3	62.3	0	**No**
	Florence Avenue	Regent Street	Daytime	55.8	55.7	-0.1	**No**
			Nighttime	48.2	48.2	0	**No**

Market Street	Regent Street	Manchester Boulevard	Daytime	59.6	59.5	-0.1	**No**
			Nighttime	52.1	52	-0.1	**No**
Myrtle Avenue	Arbor Vitae Street	Hardy Street	Daytime	59.8	59.7	-0.1	**No**
			Nighttime	52.3	52.2	-0.1	**No**
Doty Avenue	Century Boulevard	104th Street	Daytime	58.1	58	-0.1	**No**
			Nighttime	50.6	50.5	-0.1	**No**
Yukon Avenue	Century Boulevard	104th Street	Daytime	62.4	62.3	-0.1	**No**
			Nighttime	54.9	54.8	-0.1	**No**
Locust Street	Florence Avenue	Manchester Boulevard	Daytime	56.4	56.3	-0.1	**No**
			Nighttime	48.8	48.8	0	**No**
East/West							
Centinela Avenue	Hyde Park Boulevard	Florence Avenue	Daytime	68	68	0	**No**
			Nighttime	60.5	60.5	0	**No**
Florence Avenue	Fir Avenue	La Brea Avenue	Daytime	67.7	67.7	0	**No**
			Nighttime	60.2	60.2	0	**No**
	La Brea Avenue	Market Street	Daytime	68.7	68.7	0	**No**
			Nighttime	61.2	61.2	0	**No**
	Market Street	Centinela Avenue	Daytime	69.3	69.3	0	**No**
			Nighttime	61.8	61.8	0	**No**
	Centinela Avenue	Prairie Avenue	Daytime	71.5	71.5	0	**No**
			Nighttime	64	64	0	**No**
	Prairie Avenue	West Boulevard	Daytime	71.5	71.5	0	**No**
			Nighttime	64	64	0	**No**
Manchester Boulevard	Grevillea Avenue	La Brea Avenue	Daytime	67.2	67.1	-0.1	**No**
			Nighttime	59.6	59.6	0	**No**
	La Brea Avenue	Market Street	Daytime	67.2	67.2	0	**No**
			Nighttime	59.7	59.7	0	**No**
	Market Street	Locust Street	Daytime	66.6	66.6	0	**No**
			Nighttime	59.1	59.1	0	**No**
	Locust Street	Hillcrest Boulevard	Daytime	66.9	66.9	0	**No**
			Nighttime	59.4	59.4	0	**No**
	Hillcrest Boulevard	Spruce Avenue	Daytime	67.7	67.7	0	**No**
			Nighttime	60.2	60.2	0	**No**
	Spruce Avenue	Prairie Avenue	Daytime	68.4	68.4	0	**No**
			Nighttime	60.9	60.9	0	**No**
	Prairie Avenue	Kareem Court	Daytime	70.5	70.5	0	**No**
			Nighttime	63	63	0	**No**
	Kareem Court	Crenshaw Drive	Daytime	71.1	71.1	0	**No**
			Nighttime	63.6	63.6	0	**No**
	Crenshaw Drive	Crenshaw Boulevard	Daytime	69.9	69.9	0	**No**
			Nighttime	62.4	62.4	0	**No**
	Crenshaw Boulevard	Van Ness Avenue	Daytime	70.4	70.4	0	**No**
			Nighttime	62.9	62.8	-0.1	**No**
Arbor Vitae Street	Grevillea Avenue	La Brea Avenue	Daytime	65.2	65.2	0	**No**
			Nighttime	57.7	57.6	0	**No**
	La Brea Avenue	Myrtle Avenue	Daytime	63.5	63.5	0	**No**
			Nighttime	56	55.9	-0.1	**No**
	Myrtle Avenue	Prairie Avenue	Daytime	63.1	63	-0.1	**No**
			Nighttime	55.6	55.5	-0.1	**No**
Century Boulevard	Grevillea Avenue	La Brea Avenue/Hawthorne Boulevard	Daytime	72.5	72.5	0	**No**
			Nighttime	65	65	0	**No**
	La Brea Avenue/Hawthorne Boulevard	Myrtle Avenue	Daytime	71.6	71.6	0	**No**
			Nighttime	64.1	64.1	0	**No**
	Myrtle Avenue	Freeman Avenue	Daytime	71.2	71.2	0	**No**
			Nighttime	63.7	63.7	0	**No**
	Freeman Avenue	Prairie Avenue	Daytime	70.7	70.6	-0.1	**No**
			Nighttime	63.1	63.1	0	**No**
	Prairie Avenue	Doty Avenue	Daytime	71.6	71.5	-0.1	**No**
			Nighttime	64.1	64	-0.1	**No**

	Doty Avenue	HP Casino Way	Daytime	71.7	71.7	0	**No**
			Nighttime	64.2	64.2	0	**No**
	HP Casino Way	Yukon Avenue	Daytime	71.7	71.7	0	**No**
			Nighttime	64.2	64.2	0	**No**
	Yukon Avenue	Club Drive	Daytime	71.6	71.5	-0.1	**No**
			Nighttime	64.1	64	-0.1	**No**
	Club Drive	Crenshaw Boulevard	Daytime	71.8	71.7	-0.1	**No**
			Nighttime	64.3	64.2	-0.1	**No**
	Crenshaw Boulevard	Van Ness Avenue	Daytime	71.1	71	-0.1	**No**
			Nighttime	63.6	63.5	-0.1	**No**
Regent Street	Grevillea Avenue	La Brea Avenue	Daytime	61.1	61.1	0	**No**
			Nighttime	53.6	53.6	0	**No**
	La Brea Avenue	Market Street	Daytime	66	65.9	-0.1	**No**
			Nighttime	58.5	58.4	-0.1	**No**
	Market Street	Prairie Avenue	Daytime	63	63	0	**No**
			Nighttime	55.5	55.5	0	**No**
Hillcrest Boulevard	Grevillea Avenue	La Brea Avenue	Daytime	63.3	63.3	0	**No**
			Nighttime	55.8	55.8	0	**No**
	La Brea Avenue	Market Street	Daytime	62.5	62.5	0	**No**
			Nighttime	55	55	0	**No**
	Market Street	Nutwood Street /Locust Street	Daytime	63.6	63.5	-0.1	**No**
			Nighttime	56	56	0	**No**
	Nutwood Street /Locust Street	Manchester Boulevard	Daytime	60.9	61.1	0.2	**No**
			Nighttime	53.3	53.6	0.3	**No**
	Manchester Boulevard	Florence Avenue	Daytime	63	63	0	**No**
			Nighttime	55.5	55.4	-0.1	**No**
Spruce Avenue	La Brea Avenue	Manchester Avenue	Daytime	58.6	58.6	0	**No**
			Nighttime	51.1	51.1	0	**No**
Kelso Street/Pincay Drive	Spruce Avenue	Prairie Avenue	Daytime	63	62.9	-0.1	**No**
			Nighttime	55.4	55.4	0	**No**
	Prairie Avenue	Kareem Court	Daytime	69.8	69.7	-0.1	**No**
			Nighttime	62.2	62.2	0	**No**
	Kareem Court	Crenshaw Boulevard	Daytime	68.5	68.5	0	**No**
			Nighttime	61	61	0	**No**
Hardy Street	La Brea Avenue	Prairie Avenue	Daytime	57.4	57.3	-0.1	**No**
			Nighttime	49.9	49.7	-0.2	**No**
104th Street	Grevillea Avenue	Hawthorne Boulevard	Daytime	63.8	63.8	0	**No**
			Nighttime	56.3	56.3	0	**No**
	Hawthorne Boulevard	Prairie Avenue	Daytime	61.6	61.6	0	**No**
			Nighttime	54	54	0	**No**
	Prairie Avenue	Doty Avenue	Daytime	61	61	0	**No**
			Nighttime	53.5	53.5	0	**No**

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Source: Refer to ***Appendix 4.10-4.2*** *for adjusted baseline plus Project roadway noise levels.*

Future Proposed Project Opening Year (2026) With and Without NFL Game Event

Street	Segment		Time Period	Noise Level (dBA)		Increase	Significant Impact?
	From	To		Without Project	With Project		
North/South							
La Brea Avenue	Hyde Park Boulevard (Beech Avenue)	Florence Avenue	Daytime	68	68	0	**No**
			Nighttime	60.5	60.5	0	**No**
	Florence Avenue	Manchester Boulevard	Daytime	68.7	68.7	0	**No**
			Nighttime	61.2	61.1	-0.1	**No**
	Manchester Boulevard	Spruce Avenue/ Market Street	Daytime	67.9	67.9	0	**No**
			Nighttime	60.4	60.3	-0.1	**No**
	Spruce Avenue/Market Street	Arbor Vitae Street	Daytime	69.2	69.2	0	**No**
			Nighttime	61.7	61.7	0	**No**
	Arbor Vitae Street	Hardy Street	Daytime	69.1	69.1	0	**No**
			Nighttime	61.6	61.5	-0.1	**No**
	Hardy Street	Century Boulevard	Daytime	69.6	69.5	0	**No**
			Nighttime	62	62	0	**No**
Hawthorne Boulevard	Century Boulevard	104th Street	Daytime	71.2	71.2	0	**No**
			Nighttime	63.7	63.6	-0.1	**No**
	104th Street	Lennox Boulevard	Daytime	71.6	71.6	0	**No**
			Nighttime	64.1	64.1	0	**No**
Prairie Avenue	Florence Avenue	Regent Street	Daytime	69.6	69.5	-0.1	**No**
			Nighttime	62.1	62	-0.1	**No**
	Regent Street	Manchester Boulevard	Daytime	69.5	69.4	-0.1	**No**
			Nighttime	62	61.9	-0.1	**No**
	Manchester Boulevard	Kelso St/Pincay Drive	Daytime	71.4	71.3	-0.1	**No**
			Nighttime	63.9	63.7	-0.2	**No**
	Kelso St/Pincay Drive	Arbor Vitae Street	Daytime	71.7	71.6	-0.1	**No**
			Nighttime	64.2	64.1	-0.1	**No**
	Arbor Vitae Street	Hardy Street	Daytime	71.3	71.2	-0.1	**No**
			Nighttime	63.8	63.7	-0.1	**No**
	Hardy Street	97th Street	Daytime	72.2	72	-0.2	**No**
			Nighttime	64.6	64.5	-0.1	**No**
	97th Street	Century Boulevard	Daytime	72.2	72	-0.2	**No**
			Nighttime	64.6	64.5	-0.1	**No**
	Century Boulevard	102nd Street	Daytime	71.8	71.6	-0.2	**No**
			Nighttime	64.3	64.1	-0.2	**No**
	102nd Street	104th Street	Daytime	71.8	71.7	-0.1	**No**
			Nighttime	64.3	64.2	-0.1	**No**
	104th Street	Lennox Boulevard	Daytime	71.9	71.7	-0.2	**No**
			Nighttime	64.3	64.2	-0.1	**No**
Crenshaw Boulevard	80th Street	Manchester Boulevard	Daytime	70.1	70.1	0	**No**
			Nighttime	62.6	62.6	0	**No**
	Manchester Boulevard	Pincay Drive/90th Street	Daytime	70.9	70.9	0	**No**
			Nighttime	63.4	63.4	0	**No**
	Pincay Drive/90th Street	Arbor Vitae Street	Daytime	72	71.9	-0.1	**No**
			Nighttime	64.5	64.4	-0.1	**No**
	Hardy Street	Century Boulevard	Daytime	71.9	71.9	0	**No**
			Nighttime	64.4	64.3	-0.1	**No**

	Century Boulevard	104th Street	Daytime	71.6	71.5	-0.1	**No**
			Nighttime	64.1	64	-0.1	**No**
Market Street	Florence Avenue	Regent Street	Daytime	57.2	57.2	0	**No**
			Nighttime	49.7	49.7	0	**No**
	Regent Street	Manchester Boulevard	Daytime	60.3	60.3	0	**No**
			Nighttime	52.8	52.8	0	**No**
Myrtle Avenue	Arbor Vitae Street	Hardy Street	Daytime	60.5	60.4	-0.1	**No**
			Nighttime	53	52.9	-0.1	**No**
Doty Avenue	Century Boulevard	104th Street	Daytime	60.7	60.6	-0.1	**No**
			Nighttime	53.2	53.1	-0.1	**No**
Yukon Avenue	Century Boulevard	104th Street	Daytime	63	62.9	-0.1	**No**
			Nighttime	55.4	55.3	-0.1	**No**
Locust Street	Florence Avenue	Manchester Boulevard	Daytime	58.1	58.1	0	**No**
			Nighttime	50.6	50.5	-0.1	**No**
East/West							
Centinela Avenue	Hyde Park Boulevard	Florence Avenue	Daytime	68.4	68.4	0	**No**
			Nighttime	60.9	60.9	0	**No**
Florence Avenue	Fir Avenue	La Brea Avenue	Daytime	68.8	68.8	0	**No**
			Nighttime	61.3	61.2	-0.1	**No**
	La Brea Avenue	Market Street	Daytime	69.6	69.6	0	**No**
			Nighttime	62.1	62.1	0	**No**
	Market Street	Centinela Avenue	Daytime	70.5	70.4	-0.1	**No**
			Nighttime	63	62.9	-0.1	**No**
	Centinela Avenue	Prairie Avenue	Daytime	72.3	72.2	-0.1	**No**
			Nighttime	64.8	64.7	-0.1	**No**
	Prairie Avenue	West Boulevard	Daytime	72.2	72.2	0	**No**
			Nighttime	64.7	64.7	0	**No**
Manchester Boulevard	Grevillea Avenue	La Brea Avenue	Daytime	68.6	68.5	-0.1	**No**
			Nighttime	61.1	61	-0.1	**No**
	La Brea Avenue	Market Street	Daytime	68.6	68.6	0	**No**
			Nighttime	61.1	61	-0.1	**No**
	Market Street	Locust Street	Daytime	67.8	67.7	-0.1	**No**
			Nighttime	60.2	60.1	-0.1	**No**
	Locust Street	Hillcrest Boulevard	Daytime	68.4	68.3	-0.1	**No**
			Nighttime	60.9	60.8	-0.1	**No**
	Hillcrest Boulevard	Spruce Avenue	Daytime	69.3	69.2	-0.1	**No**
			Nighttime	61.8	61.7	-0.1	**No**
	Spruce Avenue	Prairie Avenue	Daytime	69.8	69.7	-0.1	**No**
			Nighttime	62.3	62.2	-0.1	**No**
	Prairie Avenue	Kareem Court	Daytime	71.5	71.4	-0.1	**No**
			Nighttime	64	63.9	-0.1	**No**
	Kareem Court	Crenshaw Drive	Daytime	72.4	72.4	0	**No**
			Nighttime	64.9	64.8	-0.1	**No**
	Crenshaw Drive	Crenshaw Boulevard	Daytime	71.2	71	-0.2	**No**
			Nighttime	63.6	63.6	0	**No**
	Crenshaw Boulevard	Van Ness Avenue	Daytime	71.5	71.4	-0.1	**No**
			Nighttime	64	63.9	-0.1	**No**
Arbor Vitae Street	Grevillea Avenue	La Brea Avenue	Daytime	66	65.9	-0.1	**No**
			Nighttime	58.5	58.4	-0.1	**No**
	La Brea Avenue	Myrtle Avenue	Daytime	65.5	65.4	-0.1	**No**
			Nighttime	57.9	57.8	-0.1	**No**
	Myrtle Avenue	Prairie Avenue	Daytime	64.9	64.8	-0.1	**No**
			Nighttime	57.3	57.3	0	**No**
	Grevillea Avenue	La Brea Avenue/Hawthorne Boulevard	Daytime	73.8	73.7	-0.1	**No**
			Nighttime	66.3	66.2	-0.1	**No**
	La Brea Avenue/Hawthorne	Myrtle Avenue	Daytime	73	72.9	-0.1	**No**

	Boulevard		Nighttime	65.4	65.4	0	**No**
Century Boulevard	Myrtle Avenue	Freeman Avenue	Daytime	72.8	72.7	-0.1	**No**
			Nighttime	65.2	65.1	-0.1	**No**
	Freeman Avenue	Prairie Avenue	Daytime	72.4	72.3	-0.1	**No**
			Nighttime	64.8	64.7	-0.1	**No**
	Prairie Avenue	Doty Avenue	Daytime	73.1	73	-0.1	**No**
			Nighttime	65.5	65.5	0	**No**
	Doty Avenue	HP Casino Way	Daytime	73	72.9	-0.1	**No**
			Nighttime	65.5	65.4	-0.1	**No**
	HP Casino Way	Yukon Avenue	Daytime	73	73	0	**No**
			Nighttime	65.5	65.4	-0.1	**No**
	Yukon Avenue	Club Drive	Daytime	72.8	72.7	-0.1	**No**
			Nighttime	65.3	65.2	-0.1	**No**
	Club Drive	Crenshaw Boulevard	Daytime	72.9	72.8	-0.1	**No**
			Nighttime	65.4	65.3	-0.1	**No**
	Crenshaw Boulevard	Van Ness Avenue	Daytime	72.1	72	-0.1	**No**
			Nighttime	64.6	64.5	-0.1	**No**
Regent Street	Grevillea Avenue	La Brea Avenue	Daytime	62.6	62.6	0	**No**
			Nighttime	55.1	55	-0.1	**No**
	La Brea Avenue	Market Street	Daytime	66.6	66.6	0	**No**
			Nighttime	59.1	59	-0.1	**No**
	Market Street	Prairie Avenue	Daytime	63.5	63.5	0	**No**
			Nighttime	56	55.9	-0.1	**No**
Hillcrest Boulevard	Grevillea Avenue	La Brea Avenue	Daytime	63.4	63.4	0	**No**
			Nighttime	55.9	55.9	0	**No**
	La Brea Avenue	Market Street	Daytime	63.4	63.4	0	**No**
			Nighttime	55.9	55.9	0	**No**
	Market Street	Nutwood Street /Locust Street	Daytime	64.3	64.3	0	**No**
			Nighttime	56.8	56.7	-0.1	**No**
	Nutwood Street /Locust Street	Manchester Boulevard	Daytime	62	62	0	**No**
			Nighttime	54.5	54.5	0	**No**
	Manchester Boulevard	Florence Avenue	Daytime	64	63.9	-0.1	**No**
			Nighttime	56.4	56.4	0	**No**
Spruce Avenue	La Brea Avenue	Manchester Avenue	Daytime	63	62.9	-0.1	**No**
			Nighttime	55.5	55.3	-0.2	**No**
Kelso Street/Pincay Drive	Spruce Avenue	Prairie Avenue	Daytime	64	64	0	**No**
			Nighttime	56.5	56.5	0	**No**
	Prairie Avenue	Kareem Court	Daytime	70.9	70.8	-0.1	**No**
			Nighttime	63.4	63.3	-0.1	**No**
	Kareem Court	Crenshaw Boulevard	Daytime	71.4	71.2	-0.2	**No**
			Nighttime	63.8	63.7	-0.1	**No**
Hardy Street	La Brea Avenue	Prairie Avenue	Daytime	59.3	59.2	-0.1	**No**
			Nighttime	51.8	51.7	-0.1	**No**
104th Street	Grevillea Avenue	Hawthorne Boulevard	Daytime	64.6	64.6	0	**No**
			Nighttime	57.1	57.1	0	**No**
	Hawthorne Boulevard	Prairie Avenue	Daytime	62.6	62.6	0	**No**
			Nighttime	55	55	0	**No**
	Prairie Avenue	Doty Avenue	Daytime	63.8	63.8	0	**No**
			Nighttime	56.3	56.2	-0.1	**No**

*Source: Refer to **Appendix 4.10-4.3** for Future (Year 2026) With and Without Project roadway noise levels.*

Future Long-Term Proposed Project (2045) With and Without Weekday NFL Game Event

Street	Segment		Time Period	Noise Level (dBA)		Increase	Significant Impact?
	From	To		Without Project	With Project		
North/South							
La Brea Avenue	Hyde Park Boulevard (Beech Avenue)	Florence Avenue	Daytime	68.6	68.6	0	**No**
			Nighttime	61.1	61.1	0	**No**
	Florence Avenue	Manchester Boulevard	Daytime	69.2	69.1	-0.1	**No**
			Nighttime	61.6	61.6	0	**No**
	Manchester Boulevard	Spruce Avenue/ Market Street	Daytime	68.5	68.5	0	**No**
			Nighttime	61	60.9	-0.1	**No**
	Spruce Avenue/Market Street	Arbor Vitae Street	Daytime	69.8	69.8	0	**No**
			Nighttime	62.3	62.3	0	**No**
	Arbor Vitae Street	Hardy Street	Daytime	69.8	68.8	0	**No**
			Nighttime	62.3	62.2	-0.1	**No**
	Hardy Street	Century Boulevard	Daytime	70.3	70.3	0	**No**
			Nighttime	62.8	62.8	0	**No**
Hawthorne Boulevard	Century Boulevard	104th Street	Daytime	72	72	0	**No**
			Nighttime	64.5	64.4	-0.1	**No**
	104th Street	Lennox Boulevard	Daytime	72.4	72.4	0	**No**
			Nighttime	64.9	64.9	0	**No**
Prairie Avenue	Florence Avenue	Regent Street	Daytime	70.1	70	-0.1	**No**
			Nighttime	62.6	62.5	-0.1	**No**
	Regent Street	Manchester Boulevard	Daytime	69.8	69.7	-0.1	**No**
			Nighttime	62.3	62.1	-0.2	**No**
	Manchester Boulevard	Kelso St/Pincay Drive	Daytime	72	71.9	-0.1	**No**
			Nighttime	64.5	64.3	-0.2	**No**
	Kelso St/Pincay Drive	Arbor Vitae Street	Daytime	72.2	72.1	-0.1	**No**
			Nighttime	64.7	64.6	-0.1	**No**
	Arbor Vitae Street	Hardy Street	Daytime	71.9	71.8	-0.1	**No**
			Nighttime	64.4	64.3	-0.1	**No**
	Hardy Street	97th Street	Daytime	72.6	72.5	-0.1	**No**
			Nighttime	65.1	64.9	-0.2	**No**
	97th Street	Century Boulevard	Daytime	72.6	72.5	-0.1	**No**
			Nighttime	65.1	64.9	-0.2	**No**
	Century Boulevard	102nd Street	Daytime	72.3	72.1	-0.2	**No**
			Nighttime	64.7	64.6	-0.1	**No**
	102nd Street	104th Street	Daytime	72.4	72.2	-0.2	**No**
			Nighttime	64.9	64.7	-0.2	**No**
	104th Street	Lennox Boulevard	Daytime	72.3	72.2	-0.1	**No**
			Nighttime	64.8	64.7	-0.1	**No**
Crenshaw Boulevard	80th Street	Manchester Boulevard	Daytime	70.7	70.7	0	**No**
			Nighttime	63.2	63.1	-0.1	**No**
	Manchester Boulevard	Pincay Drive/90th Street	Daytime	71.5	71.4	-0.1	**No**
			Nighttime	63.9	63.9	0	**No**
	Pincay Drive/90th Street	Arbor Vitae Street	Daytime	72.6	72.5	-0.1	**No**
			Nighttime	65	65	0	**No**
	Hardy Street	Century Boulevard	Daytime	72.5	72.4	-0.1	**No**
			Nighttime	65	64.9	-0.1	**No**

	Century Boulevard	104th Street	Daytime	72.2	72	-0.2	**No**
			Nighttime	64.6	64.5	-0.1	**No**
Market Street	Florence Avenue	Regent Street	Daytime	58.1	58.1	0	**No**
			Nighttime	50.6	50.6	0	**No**
	Regent Street	Manchester Boulevard	Daytime	60.9	60.9	0	**No**
			Nighttime	53.4	53.3	-0.1	**No**
Myrtle Avenue	Arbor Vitae Street	Hardy Street	Daytime	61.7	61.6	-0.1	**No**
			Nighttime	54.2	54.1	-0.1	**No**
Doty Avenue	Century Boulevard	104th Street	Daytime	61	60.9	-0.1	**No**
			Nighttime	53.5	53.4	-0.1	**No**
Yukon Avenue	Century Boulevard	102nd Street	Daytime	63.2	63.2	0	**No**
			Nighttime	55.8	55.7	-0.1	**No**
Locust Street	Florence Avenue	Manchester Boulevard	Daytime	58.8	58.7	-0.1	**No**
			Nighttime	51.3	51.2	-0.1	**No**
East/West							
Centinela Avenue	Hyde Park Boulevard	Florence Avenue	Daytime	69	68.9	-0.1	**No**
			Nighttime	61.4	61.4	0	**No**
Florence Avenue	Fir Avenue	La Brea Avenue	Daytime	69.6	69.6	0	**No**
			Nighttime	62.1	62.1	0	**No**
	La Brea Avenue	Market Street	Daytime	70.3	70.4	0.1	**No**
			Nighttime	62.9	62.8	-0.1	**No**
	Market Street	Centinela Avenue	Daytime	71.2	71.2	0	**No**
			Nighttime	63.7	63.7	0	**No**
	Centinela Avenue	Prairie Avenue	Daytime	72.9	72.8	-0.1	**No**
			Nighttime	65.3	65.3	0	**No**
	Prairie Avenue	West Boulevard	Daytime	72.9	72.9	0	**No**
			Nighttime	65.3	65.3	0	**No**
Manchester Boulevard	Grevillea Avenue	La Brea Avenue	Daytime	69	68.9	-0.1	**No**
			Nighttime	61.5	61.4	-0.1	**No**
	La Brea Avenue	Market Street	Daytime	69	68.9	-0.1	**No**
			Nighttime	61.5	61.4	-0.1	**No**
	Market Street	Locust Street	Daytime	68.1	68	-0.1	**No**
			Nighttime	60.6	60.5	-0.1	**No**
	Locust Street	Hillcrest Boulevard	Daytime	68.8	68.7	-0.1	**No**
			Nighttime	61.3	61.2	-0.1	**No**
	Hillcrest Boulevard	Spruce Avenue	Daytime	69.9	69.8	-0.1	**No**
			Nighttime	62.3	62.2	-0.1	**No**
	Spruce Avenue	Prairie Avenue	Daytime	70.3	70.2	-0.1	**No**
			Nighttime	62.8	62.7	-0.1	**No**
	Prairie Avenue	Kareem Court	Daytime	72	72	0	**No**
			Nighttime	64.5	64.5	0	**No**
	Kareem Court	Crenshaw Drive	Daytime	73.1	73	-0.1	**No**
			Nighttime	65.6	65.5	-0.1	**No**
	Crenshaw Drive	Crenshaw Boulevard	Daytime	71.8	71.7	-0.1	**No**
			Nighttime	64.3	64.2	-0.1	**No**
	Crenshaw Boulevard	Van Ness Avenue	Daytime	72	71.9	-0.1	**No**
			Nighttime	64.5	64.4	-0.1	**No**
Arbor Vitae Street	Grevillea Avenue	La Brea Avenue	Daytime	66.7	66.6	-0.1	**No**
			Nighttime	59.2	59.1	-0.1	**No**
	La Brea Avenue	Myrtle Avenue	Daytime	66	65.9	-0.1	**No**
			Nighttime	58.4	58.4	0	**No**
	Myrtle Avenue	Prairie Avenue	Daytime	65.4	65.3	-0.1	**No**
			Nighttime	57.9	57.8	-0.1	**No**
	Grevillea Avenue	La Brea Avenue/Hawthorne Boulevard	Daytime	74.6	74.5	-0.1	**No**
			Nighttime	67.1	67	-0.1	**No**
	La Brea Avenue/Hawthorne	Myrtle Avenue	Daytime	73.7	73.6	-0.1	**No**

	Boulevard		Nighttime	66.1	66.1	0	**No**
Century Boulevard	Myrtle Avenue	Freeman Avenue	Daytime	73.5	73.4	-0.1	**No**
			Nighttime	66	65.9	-0.1	**No**
	Freeman Avenue	Prairie Avenue	Daytime	73.1	73	-0.1	**No**
			Nighttime	65.6	65.5	-0.1	**No**
	Prairie Avenue	Doty Avenue	Daytime	73.7	73.6	-0.1	**No**
			Nighttime	66.2	66.1	-0.1	**No**
	Doty Avenue	HP Casino Way	Daytime	73.6	73.5	-0.1	**No**
			Nighttime	66.1	66	-0.1	**No**
	HP Casino Way	Yukon Avenue	Daytime	73.6	73.5	-0.1	**No**
			Nighttime	66.1	66	-0.1	**No**
	Yukon Avenue	Club Drive	Daytime	73.4	73.3	-0.1	**No**
			Nighttime	65.8	65.7	-0.1	**No**
	Club Drive	Crenshaw Boulevard	Daytime	73.5	73.4	-0.1	**No**
			Nighttime	66	65.9	-0.1	**No**
	Crenshaw Boulevard	Van Ness Avenue	Daytime	72.8	72.7	-0.1	**No**
			Nighttime	65.2	65.2	0	**No**
Regent Street	Grevillea Avenue	La Brea Avenue	Daytime	63.6	63.6	0	**No**
			Nighttime	56.1	56	-0.1	**No**
	La Brea Avenue	Market Street	Daytime	67.4	67.3	-0.1	**No**
			Nighttime	59.8	59.8	0	**No**
	Market Street	Prairie Avenue	Daytime	64.2	64.2	0	**No**
			Nighttime	56.7	56.7	0	**No**
Hillcrest Boulevard	Grevillea Avenue	La Brea Avenue	Daytime	65.3	65.3	0	**No**
			Nighttime	57.8	57.8	0	**No**
	La Brea Avenue	Market Street	Daytime	64.2	64.2	0	**No**
			Nighttime	56.7	56.6	-0.1	**No**
	Market Street	Nutwood Street /Locust Street	Daytime	65	65	0	**No**
			Nighttime	57.5	57.5	0	**No**
	Nutwood Street /Locust Street	Manchester Boulevard	Daytime	62.7	62.7	0	**No**
			Nighttime	55.2	55.2	0	**No**
	Manchester Boulevard	Florence Avenue	Daytime	64.6	64.6	0	**No**
			Nighttime	57	57	0	**No**
Spruce Avenue	La Brea Avenue	Manchester Avenue	Daytime	63.7	63.6	-0.1	**No**
			Nighttime	56.1	56.1	0	**No**
Kelso Street/Pincay Drive	Spruce Avenue	Prairie Avenue	Daytime	64.9	64.8	-0.1	**No**
			Nighttime	57.4	57.3	-0.1	**No**
	Prairie Avenue	Kareem Court	Daytime	71.5	71.4	-0.1	**No**
			Nighttime	64	63.9	-0.1	**No**
	Kareem Court	Crenshaw Boulevard	Daytime	72	71.8	-0.2	**No**
			Nighttime	64.5	64.3	-0.2	**No**
Hardy Street	La Brea Avenue	Prairie Avenue	Daytime	59.8	59.7	-0.1	**No**
			Nighttime	52.3	52.2	-0.1	**No**
104th Street	Grevillea Avenue	Hawthorne Boulevard	Daytime	65.6	65.6	0	**No**
			Nighttime	58.1	58.1	0	**No**
	Hawthorne Boulevard	Prairie Avenue	Daytime	63.6	63.6	0	**No**
			Nighttime	56	56	0	**No**
	Prairie Avenue	Doty Avenue	Daytime	64.6	64.5	-0.1	**No**
			Nighttime	57	57	0	**No**

Source: Refer to ***Appendix 4.10-4.4*** *for Future (Year 2045) With and Without Project roadway noise levels.*

APPENDIX 4.10.3

Vibration Monitoring Data Sheets

RMS Level, VdB

One-Third Octave Band Center Frequency (Hz)

Site	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	Max (8-80)
1	53	50	50	49	47	52	46	41	48	48	40	41	38	39	45	48	44	45	47	44	38	52
2	82	77	63	56	53	53	54	55	57	60	53	57	55	52	50	51	51	52	49	42	37	60
3	58	54	49	53	57	60	59	56	55	54	48	42	39	39	40	43	44	51	49	36	25	60
4	54	52	50	54	62	60	57	56	54	52	51	52	48	46	46	45	43	35	29	23	19	62
5	72	69	64	60	63	67	67	62	62	59	58	56	53	53	56	53	52	49	51	52	48	67

APPENDIX 4.10.4

Construction Noise Worksheets

APPENDIX 4.10.4-1

Construction Sound Power Level Worksheets

Sound Power Level - Phase 1

	Quantity	Spec Lmax (50 feet)	Lmax	Leq
Impact Pile Driver	1	101	101.3	94.3
Crane	1	85	80.6	72.6
Backhoe	5	80	77.6	80.6
Loader	5	80	79.1	82.1
Auger Drill Rig	1	85	84.4	77.4
Compressor	6	80	77.7	81.5
Excavator	3	85	80.7	81.5
Bobcat	3	85	85	85.8
Impact Hammer	6	90	90	93.8
Jackhammer	7	89	88.9	90.4
Pneumatic Tools	15	85	85.2	96.76
Generator	3	82	80.6	82.4
Warning Horn	2	85	83.2	73.2
Drill Rig Truck	1	84	79.1	72.2
Concrete Saw	4	90	89.6	88.6
Compactor (ground)	3	83	83.2	81
Portable Light Towers for night work	4		55	57
Man Lift	9	75	74.7	77.3
	79		90.0	88.6
			102.6	101.2

Sound Power Level - Phase 2

	Quantity	Spec Lmax (50 feet)	Lmax	Leq
Impact Pile Driver	1	101	101.3	94.3
Crane	2	85	80.6	75.6
Backhoe	5	80	77.6	80.6
Loader	3	80	79.1	79.9
Auger Drill Rig	1	85	84.4	77.4
Compressor	6	80	77.7	81.5
Excavator	2	85	80.7	79.7
Bobcat	3	85	79.1	79.9
Impact Hammer	3	90	90	90.8
Jackhammer	4	89	88.9	87.9
Pneumatic Tools	20	85	85.2	98.2
Generator	3	82	80.6	82.4
Warning Horn	2	85	83.2	73.2
Drum Mixer	3	80	80	81.8
Drill Rig Truck	1	84	79.1	72.2
Concrete Saw	2	90	89.6	85.6
Compactor (ground)	3	83	83.2	81
Portable Light Towers	4	55	55	57
Man Lift	9	75	74.7	77.3
	77		89.8	88.2
			102.6	101.0

Sound Power Level - Phase 3

	Quantity	Spec Lmax (50 feet)	Lmax	Leq
Impact Pile Driver	1	101	101.3	94.3
Crane	2	85	80.6	75.6
Backhoe	5	80	77.6	80.6
Loader	2	80	79.1	81.1
Auger Drill Rig	1	85	84.4	77.4
Compressor	6	80	77.7	81.5
Excavator	2	85	80.7	79.7
Bobcat	4	85	79.1	84.2
Impact Hammer	3	90	90.3	91.1
Jackhammer	4	89	88.9	90.9
Pneumatic Tools	20	85	85.2	98.2
Generator	3	82	80.6	82.4
Warning Horn	2	85	83.2	73.2
Drum Mixer	3	80	80	81.8
Drill Rig Truck	1	84	79.1	72.2
Concrete Saw	2	90	89.6	85.6
Compactor (ground)	4	83	83.2	85.3
Portable Light Towers	6	55	55	58.8
Man Lift	10	75	74.7	80.7
	81		89.8	88.6
			102.6	101.4

Sound Power Level - Phase 4

	Quantity	Spec Lmax (50 feet)	Lmax	Leq
Crane	1	85	80.6	72.6
Loader	2	80	79.1	78.1
Compressor	3	80	77.7	78.5
Bobcat	1	85	79.1	79.9
Impact Hammer	2	90	90.3	86.3
Jackhammer	2	89	88.9	84.9
Pneumatic Tools	8	85	85.2	91.2
Generator	1	82	80.6	77.6
Warning Horn	1	85	83.2	70.2
Concrete Saw	1	90	89.6	82.6
Portable Light Towers	3	55	55	55.8
Man Lift	5	75	74.7	74.7
	30		85.0	83.3
			95.8	94.1

APPENDIX 4.10.4-2

Construction Noise (Phase 1) Worksheets

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
Site 1	G	85.2	81.4	77.8	78.4	81.3	78	CNEL	85.2
								Ld	81.4
								Le	77.8
								Ln	78.4
								Ldaytime	81.3
								Lnighttime	78
Site 2	G	76.3	72.5	68.9	69.5	72.4	69.1	CNEL	76.3
								Ld	72.5
								Le	68.9
								Ln	69.5
								Ldaytime	72.4
								Lnighttime	69.1
Site 3	G	69.4	65.6	62.1	62.6	65.5	62.2	CNEL	69.4
								Ld	65.6
								Le	62.1
								Ln	62.6
								Ldaytime	65.5
								Lnighttime	62.2
Site 4	G	54.4	50.6	47.1	47.6	50.6	47.2	CNEL	54.4
								Ld	50.6
								Le	47.1
								Ln	47.6
								Ldaytime	50.6
								Lnighttime	47.2
Site 5	G	59.6	55.8	52.2	52.7	55.7	52.3	CNEL	59.6
								Ld	55.8
								Le	52.2
								Ln	52.7

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
								Ldaytime	55.7
								Lnighttime	52.3
Site A	G	68.4	64.6	61	61.6	64.5	61.2	CNEL	68.4
								Ld	64.6
								Le	61
								Ln	61.6
								Ldaytime	64.5
								Lnighttime	61.2
Site B	G	68.3	64.5	60.9	61.5	64.4	61.1	CNEL	68.3
								Ld	64.5
								Le	60.9
								Ln	61.5
								Ldaytime	64.4
								Lnighttime	61.1
Site C	G	56.3	52.5	49	49.5	52.4	49.1	CNEL	56.3
								Ld	52.5
								Le	49
								Ln	49.5
								Ldaytime	52.4
								Lnighttime	49.1
Site D	G	60.1	56.3	52.8	53.3	56.3	52.9	CNEL	60.1
								Ld	56.3
								Le	52.8
								Ln	53.3
								Ldaytime	56.3
								Lnighttime	52.9
Site E	G	51.1	47.3	43.7	44.3	47.2	43.9	CNEL	51.1
								Ld	47.3

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
								Le	43.7
								Ln	44.3
								Ldaytime	47.2
								Lnighttime	43.9
Site F	G	61.6	57.8	54.2	54.8	57.7	54.4	CNEL	61.6
								Ld	57.8
								Le	54.2
								Ln	54.8
								Ldaytime	57.7
								Lnighttime	54.4
Site G	G	63.7	59.9	56.4	56.9	59.9	56.5	CNEL	63.7
								Ld	59.9
								Le	56.4
								Ln	56.9
								Ldaytime	59.9
								Lnighttime	56.5
Site H	G	67.7	63.9	60.3	60.9	63.8	60.5	CNEL	67.7
								Ld	63.9
								Le	60.3
								Ln	60.9
								Ldaytime	63.8
								Lnighttime	60.5
Site I	G	85.2	81.4	77.8	78.4	81.3	78	CNEL	85.2
								Ld	81.4
								Le	77.8
								Ln	78.4
								Ldaytime	81.3
								Lnighttime	78

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
Site J	G	75.3	71.5	67.9	68.5	71.4	68.1	CNEL	75.3
								Ld	71.5
								Le	67.9
								Ln	68.5
								Ldaytime	71.4
								Lnighttime	68.1
Site K	G	80.7	76.9	73.4	73.9	76.8	73.5	CNEL	80.7
								Ld	76.9
								Le	73.4
								Ln	73.9
								Ldaytime	76.8
								Lnighttime	73.5
Site L	G	63.6	59.8	56.3	56.8	59.8	56.4	CNEL	63.6
								Ld	59.8
								Le	56.3
								Ln	56.8
								Ldaytime	59.8
								Lnighttime	56.4
Site M	G	60.9	57.1	53.6	54.1	57.1	53.7	CNEL	60.9
								Ld	57.1
								Le	53.6
								Ln	54.1
								Ldaytime	57.1
								Lnighttime	53.7

APPENDIX 4.10.4-3

Construction Noise (Phase 2) Worksheets

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
Site 1	G	60	56.2	52.6	53.1	56.1	52.7	CNEL	60
								Ld	56.2
								Le	52.6
								Ln	53.1
								Ldaytime	56.1
								Lnighttime	52.7
Site 2	G	76.3	72.5	68.9	69.5	72.4	69.1	CNEL	76.3
								Ld	72.5
								Le	68.9
								Ln	69.5
								Ldaytime	72.4
								Lnighttime	69.1
Site 3	G	79	75.2	71.6	72.2	75.1	71.8	CNEL	79
								Ld	75.2
								Le	71.6
								Ln	72.2
								Ldaytime	75.1
								Lnighttime	71.8
Site 4	G	74.8	71	67.5	68	71	67.6	CNEL	74.8
								Ld	71
								Le	67.5
								Ln	68
								Ldaytime	71
								Lnighttime	67.6
Site 5	G	62.4	58.6	55	55.6	58.5	55.2	CNEL	62.4
								Ld	58.6
								Le	55
								Ln	55.6

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
								Ldaytime	58.5
								Lnighttime	55.2
Site A	G	61.6	57.8	54.3	54.8	57.8	54.4	CNEL	61.6
								Ld	57.8
								Le	54.3
								Ln	54.8
								Ldaytime	57.8
								Lnighttime	54.4
Site B	G	69.9	66.1	62.5	63.1	66	62.7	CNEL	69.9
								Ld	66.1
								Le	62.5
								Ln	63.1
								Ldaytime	66
								Lnighttime	62.7
Site C	G	90.3	86.5	83	83.5	86.4	83.1	CNEL	90.3
								Ld	86.5
								Le	83
								Ln	83.5
								Ldaytime	86.4
								Lnighttime	83.1
Site D	G	62.7	58.9	55.3	55.8	58.8	55.4	CNEL	62.7
								Ld	58.9
								Le	55.3
								Ln	55.8
								Ldaytime	58.8
								Lnighttime	55.4
Site E	G	61.1	57.3	53.8	54.3	57.2	53.9	CNEL	61.1
								Ld	57.3

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
								Le	53.8
								Ln	54.3
								Ldaytime	57.2
								Lnighttime	53.9
Site F	G	65.5	61.7	58.1	58.7	61.6	58.3	CNEL	65.5
								Ld	61.7
								Le	58.1
								Ln	58.7
								Ldaytime	61.6
								Lnighttime	58.3
Site G	G	70.7	66.9	63.3	63.9	66.8	63.5	CNEL	70.7
								Ld	66.9
								Le	63.3
								Ln	63.9
								Ldaytime	66.8
								Lnighttime	63.5
Site H	G	74.2	70.4	66.8	67.3	70.3	66.9	CNEL	74.2
								Ld	70.4
								Le	66.8
								Ln	67.3
								Ldaytime	70.3
								Lnighttime	66.9
Site I	G	84.7	80.9	77.3	77.9	80.8	77.5	CNEL	84.7
								Ld	80.9
								Le	77.3
								Ln	77.9
								Ldaytime	80.8
								Lnighttime	77.5

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/d	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
Site J	G	63.6	59.8	56.2	56.8	59.7	56.4	CNEL	63.6
								Ld	59.8
								Le	56.2
								Ln	56.8
								Ldaytime	59.7
								Lnighttime	56.4
Site K	G	59.2	55.4	51.8	52.4	55.3	52	CNEL	59.2
								Ld	55.4
								Le	51.8
								Ln	52.4
								Ldaytime	55.3
								Lnighttime	52
Site L	G	62.1	58.3	54.7	55.3	58.2	54.9	CNEL	62.1
								Ld	58.3
								Le	54.7
								Ln	55.3
								Ldaytime	58.2
								Lnighttime	54.9
Site M	G	62.6	58.8	55.3	55.8	58.7	55.4	CNEL	62.6
								Ld	58.8
								Le	55.3
								Ln	55.8
								Ldaytime	58.7
								Lnighttime	55.4

APPENDIX 4.10.4-4

Construction Noise (Phase 3) Worksheets

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
Site 1	G	76.4	72.6	69.1	69.6	72.5	69.2	CNEL	76.4
								Ld	72.6
								Le	69.1
								Ln	69.6
								Ldaytime	72.5
								Lnighttime	69.2
Site 2	G	83.2	79.4	75.8	76.3	79.3	75.9	CNEL	83.2
								Ld	79.4
								Le	75.8
								Ln	76.3
								Ldaytime	79.3
								Lnighttime	75.9
Site 3	G	74.7	70.9	67.3	67.9	70.8	67.5	CNEL	74.7
								Ld	70.9
								Le	67.3
								Ln	67.9
								Ldaytime	70.8
								Lnighttime	67.5
Site 4	G	57.1	53.3	49.7	50.3	53.2	49.9	CNEL	57.1
								Ld	53.3
								Le	49.7
								Ln	50.3
								Ldaytime	53.2
								Lnighttime	49.9
Site 5	G	59.8	56	52.5	53	56	52.6	CNEL	59.8
								Ld	56
								Le	52.5
								Ln	53

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
								Ldaytime	56
								Lnighttime	52.6
Site A	G	93.4	89.6	86	86.6	89.5	86.2	CNEL	93.4
								Ld	89.6
								Le	86
								Ln	86.6
								Ldaytime	89.5
								Lnighttime	86.2
Site B	G	87.3	83.5	80	80.5	83.5	80.1	CNEL	87.3
								Ld	83.5
								Le	80
								Ln	80.5
								Ldaytime	83.5
								Lnighttime	80.1
Site C	G	59.1	55.3	51.7	52.3	55.2	51.9	CNEL	59.1
								Ld	55.3
								Le	51.7
								Ln	52.3
								Ldaytime	55.2
								Lnighttime	51.9
Site D	G	60.7	56.9	53.3	53.9	56.8	53.5	CNEL	60.7
								Ld	56.9
								Le	53.3
								Ln	53.9
								Ldaytime	56.8
								Lnighttime	53.5
Site E	G	54.3	50.5	47	47.5	50.4	47.1	CNEL	54.3
								Ld	50.5

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
								Le	47
								Ln	47.5
								Ldaytime	50.4
								Lnighttime	47.1
Site F	G	62.1	58.3	54.8	55.3	58.2	54.9	CNEL	62.1
								Ld	58.3
								Le	54.8
								Ln	55.3
								Ldaytime	58.2
								Lnighttime	54.9
Site G	G	64.7	60.9	57.4	57.9	60.8	57.5	CNEL	64.7
								Ld	60.9
								Le	57.4
								Ln	57.9
								Ldaytime	60.8
								Lnighttime	57.5
Site H	G	69.6	65.8	62.2	62.8	65.7	62.3	CNEL	69.6
								Ld	65.8
								Le	62.2
								Ln	62.8
								Ldaytime	65.7
								Lnighttime	62.3
Site I	G	85	81.2	77.7	78.2	81.1	77.8	CNEL	85
								Ld	81.2
								Le	77.7
								Ln	78.2
								Ldaytime	81.1
								Lnighttime	77.8

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/d	Lnighttime/dB(A)	Time slice 63Hz	dB(A)
Site J	G	82.8	79	75.4	76	78.9	75.5	CNEL	82.8
								Ld	79
								Le	75.4
								Ln	76
								Ldaytime	78.9
								Lnighttime	75.5
Site K	G	80.8	77	73.4	74	76.9	73.6	CNEL	80.8
								Ld	77
								Le	73.4
								Ln	74
								Ldaytime	76.9
								Lnighttime	73.6
Site L	G	64.5	60.7	57.1	57.7	60.6	57.2	CNEL	64.5
								Ld	60.7
								Le	57.1
								Ln	57.7
								Ldaytime	60.6
								Lnighttime	57.2
Site M	G	62.4	58.6	55.1	55.6	58.5	55.2	CNEL	62.4
								Ld	58.6
								Le	55.1
								Ln	55.6
								Ldaytime	58.5
								Lnighttime	55.2

APPENDIX 4.10.4-5

Construction Noise (Phase 4) Worksheets

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice
Site 1	G	71.5	67.7	64.1	64.6	67.6	64.2	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 2	G	76	72.2	68.6	69.2	72.1	68.8	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 3	G	75	71.2	67.7	68.2	71.1	67.8	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 4	G	87	83.2	79.6	80.2	83.1	79.8	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 5	G	60.4	56.6	53	53.6	56.5	53.1	CNEL
								Ld
								Le
								Ln

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice Ldaytime Lnighttime
Site A	G	81	77.2	73.6	74.2	77.1	73.8	CNEL Ld Le Ln Ldaytime Lnighttime
Site B	G	76.9	73.1	69.6	70.1	73.1	69.7	CNEL Ld Le Ln Ldaytime Lnighttime
Site C	G	87.2	83.4	79.8	80.4	83.3	80	CNEL Ld Le Ln Ldaytime Lnighttime
Site D	G	60.4	56.6	53	53.6	56.5	53.2	CNEL Ld Le Ln Ldaytime Lnighttime
Site E	G	60.1	56.3	52.8	53.3	56.2	52.9	CNEL Ld

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice
								Le
								Ln
								Ldaytime
								Lnighttime
Site F	G	66.5	62.7	59.1	59.7	62.6	59.3	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site G	G	71.2	67.4	63.9	64.4	67.4	64	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site H	G	72.2	68.4	64.8	65.3	68.3	64.9	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site I	G	69.7	65.9	62.3	62.9	65.8	62.5	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice
Site J	G	73.7	69.9	66.4	66.9	69.8	66.5	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site K	G	77.3	73.5	70	70.5	73.4	70.1	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site L	G	60.7	56.9	53.3	53.9	56.8	53.5	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site M	G	60.8	57	53.5	54	56.9	53.6	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime

APPENDIX 4.10.5

Construction Vibration Worksheets

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	45	0.037	0.009	79
Jackhammer		1	0.035	45	0.014	0.004	71
Large bulldozer		1	0.089	45	0.037	0.009	79
Loaded trucks		1	0.076	45	0.031	0.008	78
Pile Drive (impact)		1	0.644	45	0.267	0.067	96
Vibratory Roller		1	0.210	45	0.087	0.022	87
Small bulldozer		1	0.003	45	0.001	0.000	50

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	70	0.019	0.005	74
Jackhammer		4	0.035	70	0.030	0.007	77
Large bulldozer		1	0.089	70	0.019	0.005	74
Loaded trucks		1	0.076	70	0.016	0.004	72
Pile Drive (impact)		1	0.644	70	0.137	0.034	91
Vibratory Roller		1	0.210	70	0.045	0.011	81
Small bulldozer		1	0.003	70	0.001	0.000	44

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	135	0.007	0.002	65
Jackhammer		4	0.035	135	0.011	0.003	69
Large bulldozer		1	0.089	135	0.007	0.002	65
Loaded trucks		1	0.076	135	0.006	0.002	64
Pile Drive (impact)		1	0.644	135	0.051	0.013	82
Vibratory Roller		1	0.210	135	0.017	0.004	72
Small bulldozer		1	0.003	135	0.000	0.000	36

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	30	0.068	0.017	85
Jackhammer		4	0.035	30	0.107	0.027	89
Large bulldozer		1	0.089	30	0.068	0.017	85
Loaded trucks		1	0.076	30	0.058	0.014	83
Pile Drive (impact)		1	0.644	30	0.490	0.122	102
Vibratory Roller		1	0.210	30	0.160	0.040	92
Small bulldozer		1	0.003	30	0.002	0.001	55

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	75	0.017	0.004	73
Jackhammer		4	0.035	75	0.027	0.007	77
Large bulldozer		1	0.089	75	0.017	0.004	73
Loaded trucks		1	0.076	75	0.015	0.004	71
Pile Drive (impact)		1	0.644	75	0.124	0.031	90
Vibratory Roller		1	0.210	75	0.040	0.010	80
Small bulldozer		1	0.003	75	0.001	0.000	43

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	40	0.044	0.011	81
Jackhammer		4	0.035	40	0.069	0.017	85
Large bulldozer		1	0.089	40	0.044	0.011	81
Loaded trucks		1	0.076	40	0.038	0.009	79
Pile Drive (impact)		1	0.644	40	0.318	0.080	98
Vibratory Roller		1	0.210	40	0.104	0.026	88
Small bulldozer		1	0.003	40	0.001	0.000	51

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	355	0.002	0.000	52
Jackhammer		4	0.035	355	0.003	0.001	56
Large bulldozer		1	0.089	355	0.002	0.000	52
Loaded trucks		1	0.076	355	0.001	0.000	51
Pile Drive (impact)		1	0.644	355	0.012	0.003	70
Vibratory Roller		1	0.210	355	0.004	0.001	60
Small bulldozer		1	0.003	355	0.000	0.000	23

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	380	0.002	0.000	51
Jackhammer		4	0.035	380	0.002	0.001	55
Large bulldozer		1	0.089	380	0.002	0.000	51
Loaded trucks		1	0.076	380	0.001	0.000	50
Pile Drive (impact)		1	0.644	380	0.011	0.003	69
Vibratory Roller		1	0.210	380	0.004	0.001	59
Small bulldozer		1	0.003	380	0.000	0.000	22

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	135	0.007	0.002	65
Jackhammer		4	0.035	135	0.011	0.003	69
Large bulldozer		1	0.089	135	0.007	0.002	65
Loaded trucks		1	0.076	135	0.006	0.002	64
Pile Drive (impact)		1	0.644	135	0.051	0.013	82
Vibratory Roller		1	0.210	135	0.017	0.004	72
Small bulldozer		1	0.003	135	0.000	0.000	36

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	200	0.004	0.001	60
Jackhammer		4	0.035	200	0.006	0.002	64
Large bulldozer		1	0.089	200	0.004	0.001	60
Loaded trucks		1	0.076	200	0.003	0.001	58
Pile Drive (impact)		1	0.644	200	0.028	0.007	77
Vibratory Roller		1	0.210	200	0.009	0.002	67
Small bulldozer		1	0.003	200	0.000	0.000	30

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	470	0.001	0.000	49
Jackhammer		4	0.035	470	0.002	0.000	53
Large bulldozer		1	0.089	470	0.001	0.000	49
Loaded trucks		1	0.076	470	0.001	0.000	47
Pile Drive (impact)		1	0.644	470	0.008	0.002	66
Vibratory Roller		1	0.210	470	0.003	0.001	56
Small bulldozer		1	0.003	470	0.000	0.000	19

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	50	0.031	0.008	78
Jackhammer		4	0.035	50	0.049	0.012	82
Large bulldozer		1	0.089	50	0.031	0.008	78
Loaded trucks		1	0.076	50	0.027	0.007	77
Pile Drive (impact)		1	0.644	50	0.228	0.057	95
Vibratory Roller		1	0.210	50	0.074	0.019	85
Small bulldozer		1	0.003	50	0.001	0.000	48

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	60	0.024	0.006	76
Jackhammer		4	0.035	60	0.038	0.009	79
Large bulldozer		1	0.089	60	0.024	0.006	76
Loaded trucks		1	0.076	60	0.020	0.005	74
Pile Drive (impact)		1	0.644	60	0.173	0.043	93
Vibratory Roller		1	0.210	60	0.056	0.014	83
Small bulldozer		1	0.003	60	0.001	0.000	46

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	1225	0.000	0.000	36
Jackhammer		4	0.035	1225	0.000	0.000	40
Large bulldozer		1	0.089	1225	0.000	0.000	36
Loaded trucks		1	0.076	1225	0.000	0.000	35
Pile Drive (impact)		1	0.644	1225	0.002	0.000	53
Vibratory Roller		1	0.210	1225	0.001	0.000	44
Small bulldozer		1	0.003	1225	0.000	0.000	7

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	2600	0.000	0.000	26
Jackhammer		4	0.035	2600	0.000	0.000	30
Large bulldozer		1	0.089	2600	0.000	0.000	26
Loaded trucks		1	0.076	2600	0.000	0.000	25
Pile Drive (impact)		1	0.644	2600	0.001	0.000	44
Vibratory Roller		1	0.210	2600	0.000	0.000	34
Small bulldozer		1	0.003	2600	0.000	0.000	-3

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

-Fragile Buildings- 0.20 in/sec

APPENDIX 4.10.6

Operational Noise Worksheets

APPENDIX 4.10.6-1

MSF Stationary Source Worksheets

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice
Site 1	G	37.2	36	34.8	27	36	30.4	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 2	G	58.7	57.5	56.2	48.4	57.5	51.8	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 3	G	49.4	48.2	47	39.2	48.2	42.6	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 4	G	35	33.8	32.6	24.8	33.8	28.2	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site 5	G	38.4	37.2	36	28.2	37.2	31.6	CNEL
								Ld
								Le
								Ln

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice Ldaytime Lnighttime
Site A	G	37.9	36.8	35.5	27.7	36.8	31.1	CNEL Ld Le Ln Ldaytime Lnighttime
Site B	G	47	45.9	44.6	36.8	45.9	40.2	CNEL Ld Le Ln Ldaytime Lnighttime
Site C	G	37	35.8	34.6	26.8	35.8	30.2	CNEL Ld Le Ln Ldaytime Lnighttime
Site D	G	39.2	38	36.7	29	38	32.4	CNEL Ld Le Ln Ldaytime Lnighttime
Site E	G	30.4	29.2	28	20.2	29.2	23.6	CNEL Ld

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice
								Le
								Ln
								Ldaytime
								Lnighttime
Site F	G	40.4	39.2	38	30.2	39.2	33.6	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site G	G	43.3	42.1	40.9	33.1	42.1	36.5	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site H	G	47.9	46.8	45.5	37.7	46.8	41.1	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site I	G	67.8	66.6	65.3	57.6	66.6	60.9	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/d	Lnighttime/dB(A)	Time slice
Site J	G	38.3	37.1	35.8	28	37.1	31.4	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site K	G	35.6	34.4	33.1	25.3	34.4	28.7	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site L	G	42.3	41.1	39.8	32.1	41.1	35.5	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime
Site M	G	38.5	37.4	36.1	28.3	37.4	31.7	CNEL
								Ld
								Le
								Ln
								Ldaytime
								Lnighttime

APPENDIX 4.10.6-2

Guideway Worksheets

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice	500Hz dB(A)
Site 1	G	54	48.4	48.2	47.3	48.4	47.6	CNEL	54
								Ld	48.4
								Le	48.2
								Ln	47.3
								Ldaytime	48.4
								Lnighttime	47.6
Site 2	G	55.1	49.5	49.3	48.4	49.5	48.6	CNEL	55.1
								Ld	49.5
								Le	49.3
								Ln	48.4
								Ldaytime	49.5
								Lnighttime	48.6
Site 3	G	55.8	50.3	50	49.2	50.3	49.4	CNEL	55.8
								Ld	50.3
								Le	50
								Ln	49.2
								Ldaytime	50.3
								Lnighttime	49.4
Site 4	G	46.8	41.3	41	40.2	41.3	40.4	CNEL	46.8
								Ld	41.3
								Le	41
								Ln	40.2
								Ldaytime	41.3
								Lnighttime	40.4
Site 5	G	30	24.5	24.2	23.4	24.5	23.6	CNEL	30
								Ld	24.5
								Le	24.2
								Ln	23.4

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
								Ldaytime	24.5
								Lnighttime	23.6
Site A	G	47.5	41.9	41.7	40.8	41.9	41	CNEL	47.5
								Ld	41.9
								Le	41.7
								Ln	40.8
								Ldaytime	41.9
								Lnighttime	41
Site B	G	53.1	47.5	47.3	46.4	47.5	46.6	CNEL	53.1
								Ld	47.5
								Le	47.3
								Ln	46.4
								Ldaytime	47.5
								Lnighttime	46.6
Site C	G	47.5	41.9	41.7	40.8	41.9	41.1	CNEL	47.5
								Ld	41.9
								Le	41.7
								Ln	40.8
								Ldaytime	41.9
								Lnighttime	41.1
Site D	G	29.9	24.3	24.1	23.3	24.3	23.5	CNEL	29.9
								Ld	24.3
								Le	24.1
								Ln	23.3
								Ldaytime	24.3
								Lnighttime	23.5
Site E	G	30.8	25.2	25	24.2	25.2	24.4	CNEL	30.8
								Ld	25.2

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
								Le	25
								Ln	24.2
								Ldaytime	25.2
								Lnighttime	24.4
Site F	G	46.2	40.6	40.4	39.6	40.6	39.8	CNEL	46.2
								Ld	40.6
								Le	40.4
								Ln	39.6
								Ldaytime	40.6
								Lnighttime	39.8
Site G	G	51.7	46.1	45.9	45.1	46.1	45.3	CNEL	51.7
								Ld	46.1
								Le	45.9
								Ln	45.1
								Ldaytime	46.1
								Lnighttime	45.3
Site H	G	51.7	46.1	45.9	45.1	46.1	45.3	CNEL	51.7
								Ld	46.1
								Le	45.9
								Ln	45.1
								Ldaytime	46.1
								Lnighttime	45.3
Site I	G	50.5	44.9	44.7	43.8	44.9	44	CNEL	50.5
								Ld	44.9
								Le	44.7
								Ln	43.8
								Ldaytime	44.9
								Lnighttime	44

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/d	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
Site J	G	46.9	41.3	41.1	40.2	41.3	40.5	CNEL	46.9
								Ld	41.3
								Le	41.1
								Ln	40.2
								Ldaytime	41.3
								Lnighttime	40.5
Site K	G	44.8	39.2	39	38.1	39.2	38.4	CNEL	44.8
								Ld	39.2
								Le	39
								Ln	38.1
								Ldaytime	39.2
								Lnighttime	38.4
Site L	G	36	30.5	30.2	29.4	30.5	29.6	CNEL	36
								Ld	30.5
								Le	30.2
								Ln	29.4
								Ldaytime	30.5
								Lnighttime	29.6
Site M	G	33.3	27.8	27.5	26.7	27.8	26.9	CNEL	33.3
								Ld	27.8
								Le	27.5
								Ln	26.7
								Ldaytime	27.8
								Lnighttime	26.9

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
Site 1	G	58.4	52.8	52.6	51.8	52.8	52	CNEL	58.4
								Ld	52.8
								Le	52.6
								Ln	51.8
								Ldaytime	52.8
								Lnighttime	52
Site 2	G	62.3	56.7	56.5	55.7	56.7	55.9	CNEL	62.3
								Ld	56.7
								Le	56.5
								Ln	55.7
								Ldaytime	56.7
								Lnighttime	55.9
Site 3	G	61.1	55.6	55.3	54.5	55.6	54.7	CNEL	61.1
								Ld	55.6
								Le	55.3
								Ln	54.5
								Ldaytime	55.6
								Lnighttime	54.7
Site 4	G	59	53.4	53.2	52.3	53.4	52.5	CNEL	59
								Ld	53.4
								Le	53.2
								Ln	52.3
								Ldaytime	53.4
								Lnighttime	52.5
Site 5	G	41.4	35.9	35.6	34.8	35.9	35	CNEL	41.4
								Ld	35.9
								Le	35.6
								Ln	34.8

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
								Ldaytime	35.9
								Lnighttime	35
Site A	G	57.2	51.7	51.4	50.6	51.7	50.8	CNEL	57.2
								Ld	51.7
								Le	51.4
								Ln	50.6
								Ldaytime	51.7
								Lnighttime	50.8
Site B	G	60.6	55	54.8	53.9	55	54.2	CNEL	60.6
								Ld	55
								Le	54.8
								Ln	53.9
								Ldaytime	55
								Lnighttime	54.2
Site C	G	58.8	53.2	53	52.2	53.2	52.4	CNEL	58.8
								Ld	53.2
								Le	53
								Ln	52.2
								Ldaytime	53.2
								Lnighttime	52.4
Site D	G	44	38.4	38.2	37.3	38.4	37.6	CNEL	44
								Ld	38.4
								Le	38.2
								Ln	37.3
								Ldaytime	38.4
								Lnighttime	37.6
Site E	G	43.8	38.3	38	37.2	38.3	37.4	CNEL	43.8
								Ld	38.3

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/(	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
								Le	38
								Ln	37.2
								Ldaytime	38.3
								Lnighttime	37.4
Site F	G	52.4	46.8	46.6	45.7	46.8	46	CNEL	52.4
								Ld	46.8
								Le	46.6
								Ln	45.7
								Ldaytime	46.8
								Lnighttime	46
Site G	G	58.6	53.1	52.8	52	53.1	52.2	CNEL	58.6
								Ld	53.1
								Le	52.8
								Ln	52
								Ldaytime	53.1
								Lnighttime	52.2
Site H	G	57.9	52.4	52.1	51.3	52.4	51.5	CNEL	57.9
								Ld	52.4
								Le	52.1
								Ln	51.3
								Ldaytime	52.4
								Lnighttime	51.5
Site I	G	56.1	50.6	50.3	49.5	50.6	49.7	CNEL	56.1
								Ld	50.6
								Le	50.3
								Ln	49.5
								Ldaytime	50.6
								Lnighttime	49.7

Receiver	Fl	CNEL/dB(A	Ld/dB(A)	Le/dB(A)	Ln/dB(A)	Ldaytime/d	Lnighttime/dB(A)	Time slice 500Hz dB(A)	
Site J	G	55.8	50.2	50	49.2	50.2	49.4	CNEL	55.8
								Ld	50.2
								Le	50
								Ln	49.2
								Ldaytime	50.2
								Lnighttime	49.4
Site K	G	54.6	49	48.8	48	49	48.2	CNEL	54.6
								Ld	49
								Le	48.8
								Ln	48
								Ldaytime	49
								Lnighttime	48.2
Site L	G	43.5	38	37.7	36.9	38	37.1	CNEL	43.5
								Ld	38
								Le	37.7
								Ln	36.9
								Ldaytime	38
								Lnighttime	37.1
Site M	G	40.5	34.9	34.7	33.8	34.9	34	CNEL	40.5
								Ld	34.9
								Le	34.7
								Ln	33.8
								Ldaytime	34.9
								Lnighttime	34

Appendix 4.12

Traffic and Circulation

Appendix 4.12.1

Traffic Study

TRANSPORTATION ASSESSMENT STUDY FOR THE INGLEWOOD TRANSIT CONNECTOR PROJECT DEIR

NOVEMBER 30, 2020

Prepared for :

Submitted by :

RAJU Associates Inc

TRANSPORTATION ASSESSMENT STUDY
FOR THE
INGLEWOOD TRANSIT CONNECTOR PROJECT DEIR

NOVEMBER 30, 2020

Prepared for:

CITY OF INGLEWOOD

Prepared by:

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Ref: RA 651

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E RELATED PROJECTS LIST
F ALTERNATIVES

EXECUTIVE SUMMARY

A detailed transportation study has been performed by Raju Associates, Inc. to assess the operational and construction effects of the proposed Inglewood Transit Connector (ITC) Project located in the City of Inglewood, California. The following executive summary highlighting the key findings of this study are presented below:

- The ITC Project is an Automated People Mover (APM) System connecting the activity centers within the City of Inglewood with the Metro's Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations located at Market Street / Florence Avenue, Prairie Avenue / Pincay Drive and Prairie Avenue / Hardy Street.

- The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require minor changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed.

- Pursuant to Senate Bill (SB) 743, the latest Technical Advisory from the California Governor's Office of Planning and Research (OPR) explicitly stated that the transit projects including passenger rail projects would be presumed to not cause significant impacts since they would reduce vehicle miles traveled (VMTs), encourage development of multimodal transportation networks and encourage development of mixed-use projects (diversity of land uses), the three primary goals of SB 743.

- Although, the proposed ITC Project would be presumed to not cause significant impacts as noted in the OPR's Technical Advisory, this study provides evidence of magnitude of reduction of VMTs and consequently, GHG emissions over its design life. This study provides quantification of potential operational benefits relative to reduction in VMTs under various scenarios.

- Several scenarios were evaluated in this study including the following:

    - Adjusted Baseline Conditions (non-event) weekdays without the ITC Project
    - Adjusted Baseline Conditions (non-event) weekdays with the ITC Project
    - Opening Year 2026 Conditions with NFL event without the ITC Project
    - Opening Year 2026 Conditions with NFL event with the ITC Project
    - Future Horizon Year 2045 Conditions with NFL event without the ITC Project
    - Future Horizon Year 2045 Conditions with NFL event with the ITC Project

- The detailed analysis results indicate that the proposed ITC Project would provide operational benefits by reducing daily traffic volumes (ADTs) along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis. These benefits are

more substantial when an NFL game event at the Sofi Stadium was evaluated. A brief summary of these benefits is provided below:

- **Adjusted Baseline Conditions -** The typical weekday non-event daily VMT in the City of Inglewood would be reduced by approximately 20,600 vehicle-miles of travel, with the implementation of the proposed ITC Project under Adjusted Baseline Conditions. Further, daily traffic volumes would be reduced along key travel corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area, thereby improving traffic flows. The estimated (non-event) daily ITC ridership under Adjusted Baseline Conditions would be approximately 2,150 daily passengers.

- **Future Opening Year (2026) with Event Conditions** - The weekday daily VMT would be reduced by approximately 227,750 vehicle-miles (4.3%) with the proposed ITC Project under Future Opening Year (2026) with Event conditions. Additionally, daily traffic volumes would decrease along key travel corridors such as Prairie Avenue, Manchester Boulevard and Century Boulevard, thereby reducing congestion and improving travel conditions on a system-wide basis. The estimated daily ITC ridership during Future Opening Year (2026) with NFL Event conditions would be approximately 25,100 passengers.

- **Future Horizon Year (2045) with Event Conditions** – The ITC Project is estimated to reduce the weekday daily VMT by approximately 297,100 vehicle-miles (5.2%) under cumulative Future Horizon Year (2045) with Event conditions. Daily traffic volumes are also estimated to decrease along the same key corridors as in the future opening year conditions providing improved traffic flow on a system-wide basis. The daily ITC ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated to be approximately 31,100 daily passengers.

- Construction impacts are temporary in nature and therefore, are typically not considered as significant under CEQA. However, effects of the proposed ITC Project construction anticipated to occur in four phases were evaluated. This evaluation focused primarily on determining if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas.

- Temporary roadway, bicycle, pedestrian and transit network constraints anticipated to occur during the time period of construction of the ITC Project were identified.

- A detailed construction traffic management program (CTMP) to address all issues during construction has been prepared. The CTMP consists of numerous measures and requirements during construction of the ITC Project. These measures include construction staging and traffic control requirements; measures to facilitate preserving access to parking and pedestrians; transit access and coordination; and allowable work hours and workdays.

I. INTRODUCTION

A detailed transportation study has been conducted to assess the operational and construction effects of the proposed Inglewood Transit Connector (ITC) Project. The ITC Project is an Automated People Mover (APM) System providing "first-mile / last-mile" connection to the rest of the regional mass-transit system to and from major activity centers and adjacent uses in the City of Inglewood. The major activity center includes the Hollywood Park Specific Plan area with thousands of residential units and millions of square feet of retail and commercial uses, as well as the National Football League (NFL) SoFi Stadium with 70,240 seats and a 6,000-seat Performance Venue. Additionally, the ITC Project would serve The Forum, one of the largest indoor concert and entertainment venues in the country, as well as the recently approved Inglewood Basketball and Entertainment Center (IBEC).

The ITC Project is an APM System connecting the activity center within the City of Inglewood with the Metro's Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The Crenshaw/LAX LRT line connects the Metro's Exposition LRT Line with the Metro's C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial Stations. The Crenshaw/LAX LRT line is currently under construction and is expected to commence operations in 2021.

The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations, as shown in Figure 1. The stations will be located at:

1. Market Street – Florence Avenue
2. Prairie Avenue - Pincay Drive, and
3. Prairie Avenue – Hardy Street.

The Market Street – Florence Avenue Station site would also include vertical circulation elements including an above-grade pedestrian bridge connecting with the Downtown Inglewood Station of the Crenshaw/LAX LRT Line; a surface parking lot with approximately 650 public parking spaces; and two pick-up and drop-off areas for buses, shuttles and others located along the west side of Locust south of Florence Avenue and along the north side of Regent Street between Locust and Market Streets. This station would serve patrons using the ITC to get to and from the Inglewood Downtown area.

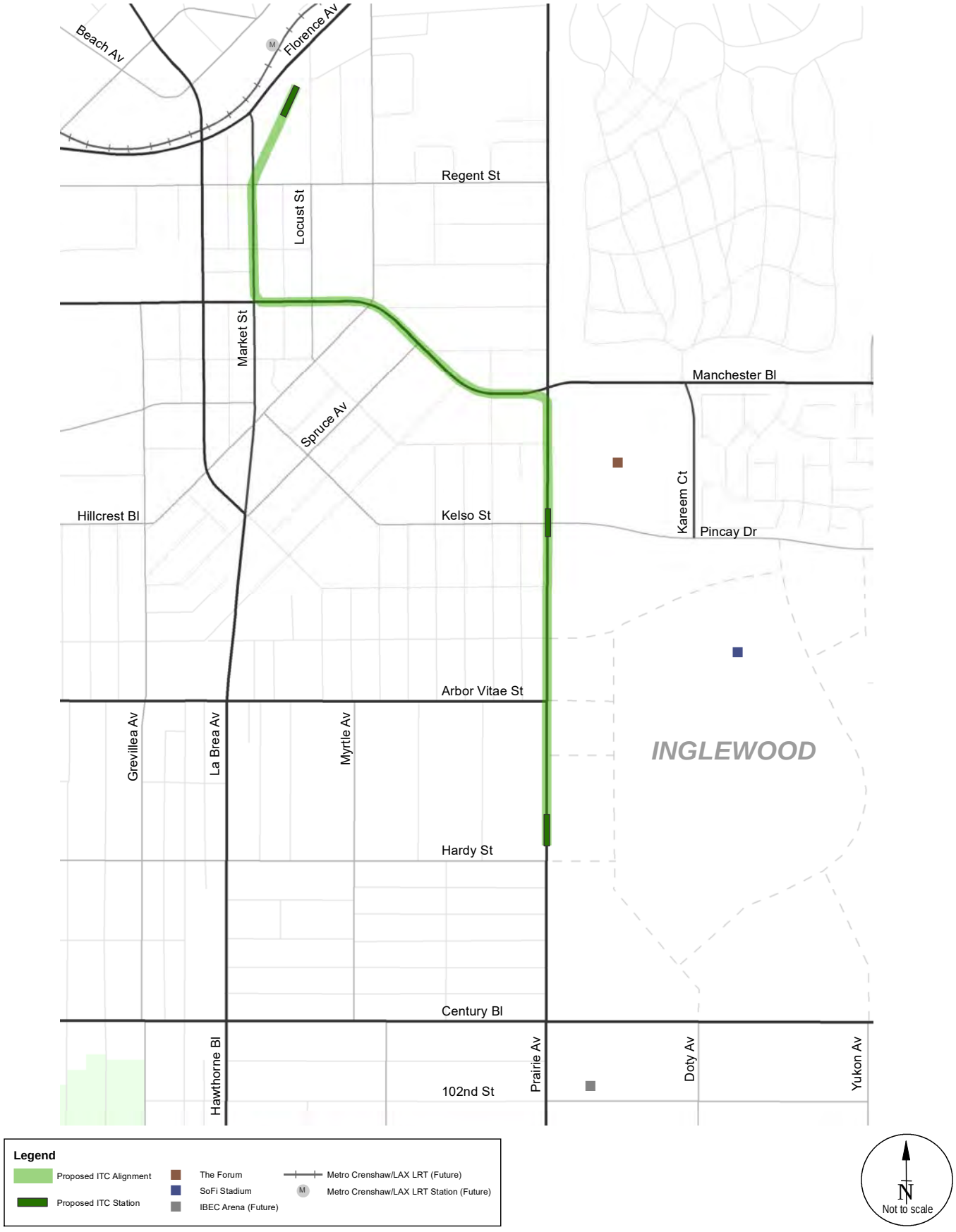


FIGURE 1
LOCATION OF PROPOSED ITC ALIGNMENT AND STATIONS

RAJU Associates, Inc.

The Prairie Avenue – Pincay Drive Station would include vertical circulation elements providing connections to both the Forum site and the NFL SoFi Stadium sites. Access and circulation to connect with additional uses within the Hollywood Park Specific Plan area will also be available to and from this station.

The Prairie Avenue – Hardy Street Station would include vertical circulation elements providing connections to the NFL SoFi Stadium site, the Performance Venue site and the Inglewood Basketball and Entertainment (IBEC) Venue site. Access and circulation to connect with the commercial and residential uses within the Hollywood Park Specific Plan area will be available to and from this station.

A Maintenance and Storage Facility (MSF) located at the southeast corner of the intersection of Manchester Boulevard and Hillcrest Boulevard will also be a key component of the proposed ITC Project. Additionally, a Traction Power Sub-Station (TPSS) will be provided at this site. A surface parking lot with approximately 450 public parking spaces will also be provided at this site.

The ITC Project also includes a surface parking facility with approximately 50 spaces located at the north-east corner of the intersection of Market Street and Manchester Boulevard to facilitate public parking. An additional TPSS for the ITC Project will also be located within the Inglewood Transit Facility site at the intersection of Prairie Avenue and Arbor Vitae Street.

The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed. A more detailed description of the roadway changes and provisions is provided in Chapter 3 – Project Description.

REGULATORY FRAMEWORK

A brief discussion of federal, state and local regulations that are relevant to the proposed ITC Project is provided below:

Federal:

Federal regulations relating to the Americans with Disabilities Act (ADA), Title VI, and Environmental Justice relate to transit service and therefore, would be relevant for the proposed ITC Project. The proposed ITC Project fully complies with all federal regulations related to ADA, Title VI and Environmental Justice.

State:

Senate Bill 743 (SB 743)

Senate Bill (SB) 743, passed in 2013, required that the California Governor's Office of Planning and Research (OPR) develop new CEQA guidelines that address traffic performance metrics. Per the legislation, "*automobile delay characterized solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment".*

In December 2018, OPR published final technical guidance for implementing SB 743. Pursuant to that, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, vehicle miles traveled (VMT) was chosen as the primary performance metric used to identify transportation impacts. As of July 1, 2020, Section 15064.3 became mandatory.

The primary goals of the Senate Bill 743 included the following:

1. Reduction of Greenhouse Gas (GHG) emissions
2. Development of multi-modal transportation networks; and
3. Encouragement of diversity of land uses (mixed use development)

The latest OPR's technical guidance specifically states that "*Transit and Active Transportation Projects generally reduce VMTs and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, bicycle and pedestrian infrastructure projects. Streamlining transit and other active transportation projects align with each of the statutory goals contained in SB 743 by*

reducing GHG emissions, increasing multi-modal networks and facilitating mixed-use development."

Since SB 743 is currently mandatory, this study contains a comprehensive analysis of the project's VMT and the potential benefits associated with reduction in VMT/GHG as well as average daily traffic along key facilities within the study area for the Project.

Regional:

Southern California Association of Governments: Connect SoCal – The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

As the metropolitan planning organization for the region's six counties and 191 cities, Southern California Association of Governments (SCAG) develops a long-term regional transportation and sustainability plan every four years, as mandated by law. In September 2020, the Regional Council of Southern California Association of Governments adopted *Connect SoCal - The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. The 2020–2045 RTP/SCS is a long-range visioning plan for the region's transportation system over the next 25 years that balances mobility and housing needs with economic, environmental and public health goals. *Connect SoCal* includes over 4,000 transportation projects ranging from highway improvements, railroad grade-separations, bicycle lanes, new transit hubs and replacement bridges - to reduce bottlenecks, improve the efficiency of the region's network and expand the mobility choices for everyone in the six-county southern California region.

The Connect SoCal documents the RTP/SCS' goals into four core categories – economy, mobility, environment and healthy/complete communities. The plan explicitly addresses goals associated with housing, transportation technologies, equity and resilience reflecting enhanced importance of these topics in the region linking them to potential performance measures and targets.

The following ten goals are pursued by *SoCal Connect – The 2020-2045 RTP/SCS*:

1. *Encourage regional economic prosperity and global competitiveness*
2. *Improve mobility, accessibility, reliability, and travel safety for people and goods*
3. *Enhance the preservation, security, and resilience of the regional transportation system*

4. *Increase person and goods movement and travel choices within the transportation system*
5. *Reduce greenhouse gas emissions and improve air quality*
6. *Support healthy and equitable communities*
7. *Adapt to a changing climate and support an integrated regional development pattern and transportation network*
8. *Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
9. *Encourage development of diverse housing types in areas that are supported by multiple transportation options*
10. *Promote conservation of natural and agricultural lands and restoration of habitats*

An evaluation of the ITC Project revealed that it was found to be consistent with Goals 1,2,4,5,6,7 and 8 based on its promoting regional economic prosperity; improving mobility, accessibility, reliability and travel safety; increasing travel choices for person movement; reducing greenhouse gases and improving air quality; supporting active transportation and consequently supporting healthy and equitable communities; adapting to climate change and supporting integrated mixed-use development and transportation networks; and leveraging new transportation technologies and data-driven solutions resulting in more efficient travel. In summary, review of the ITC Project against applicable goals and policies contained in *SoCal Connect – The 2020-2045 RTP/SCS* document identified substantial overall consistency and no inconsistencies.

Local:

City of Inglewood General Plan Circulation Element

The Circulation Element of the City of Inglewood General Plan, adopted in 1992, identifies the system of roadway transportation elements including freeways, major and minor arterials, and collector streets needed to carry traffic within and through the community. The primary purpose of the Circulation Element as stated, was to require that the provision of adequate street access and traffic capacity be considered for current and future land use needs. The Circulation Element also provided description of transit services within Inglewood and designated truck routes and bicycle routes throughout the City.

An updated draft Mobility and Circulation Plan for the City of Inglewood was prepared in 2019. The Circulation Plan included the following categories of improvements - Travel Demand

Management, Intelligent Transportation System, Regional Transit System Connectivity, and critical roadway and ramp improvements. As part of the regional transit connectivity improvements, the ITC Project was identified as a first/last mile mass-transit connection to and from the Crenshaw/LAX LRT line to major activity centers within the City of Inglewood similar to the proposed Project alignment. Additionally, the *SoCal Connect - The 2020-2045 RTP/SCS* included the ITC Project as one of the plan improvements. Therefore, the proposed ITC Project is consistent with the updated draft City of Inglewood Mobility and Circulation Plan.

STUDY SCOPE

The latest Technical Advisory from the Governor's OPR determined that VMT was the performance metric for CEQA analysis and impact evaluation. Additionally, it was explicitly stated that the VMT estimation be not artificially curtailed within a certain jurisdiction's boundaries. Therefore, all VMTs associated with trips to and from all areas within the City of Inglewood are included in this study for further inclusion in Air Quality, GHG and other evaluations.

Although, the proposed ITC Project would be presumed to not cause significant impacts as noted in the OPR's Technical Advisory, this study provides evidence of the magnitude of reduction of VMTs and consequently, GHG emissions over its design life. This study provides quantification of potential operational benefits relative to reduction in VMTs under various scenarios.
The various scenarios evaluated in this study include the following:

- Existing Conditions
- Adjusted Baseline Conditions during typical non-event weekdays without the ITC Project
- Adjusted Baseline Conditions during typical non-event weekdays with the ITC Project
- Future Opening Year (2026) Conditions with NFL event without the ITC Project
- Future Opening Year (2026) Conditions with NFL event with the ITC Project
- Future Horizon Year (2045) Conditions with NFL event without the ITC Project
- Future Horizon Year (2045) Conditions with NFL event with the ITC Project

As alluded to earlier, the geographic scope for evaluation in this study includes all the traffic analysis zones (TAZs) within the City of Inglewood such that all trips and consequently, VMTs to and from all geographic areas (represented by TAZs) within the City are included. The Average Daily Traffic (ADT) estimates at all roadway facilities within approximately ½ mile from the

proposed Project alignment have also been prepared in this study for all analysis scenarios to quantify potential reduction in ADTs with the ITC Project, for use in noise impact analysis.

METHODOLOGY AND ASSUMPTIONS

The Inglewood Travel Demand Forecasting Model (ITDF) based on the SCAG's Regional Travel Demand Model, and an event model based on the Metro's Mode Split Model were used to forecast the daily trips on the roadway system and the corresponding VMTs including both non-event and event-based traffic for the various scenarios evaluated in this Study. The SCAG's 2020-2045 RTP/SCS socio-economic data was used as the base input and updated to include all the growth associated with the related projects assembled as part of this study. The ITDF, similar in structure to the SCAG's Regional Travel Demand Model involves very sophisticated four-step models including Trip Generation, Trip Distribution, Mode Split and Traffic Assignment procedures, implemented using TransCAD software package.

The event model includes a series of spreadsheet-based pivot tables using Metro's Mode-Split Model. The event model includes total attendance, average vehicle ridership, transit accessibility for both walk-access and drive-access and modal-split parameters to estimate the ITC ridership values for each of the different types of events at each of the venues. Vehicular traffic generation estimated in the event model was then distributed utilizing trip distribution based on season ticket data or mobile source data for each type of event at the various venues, and then finally assigned on the roadway network using specialized procedures in ArcGIS' network analyst extension.

The ITDF model and the Metro Mode-Split model were utilized to estimate the non-event based travel demand without and with the ITC Project, while the event model was utilized to estimate the event travel forecasts without and with the ITC Project. The non-event and event-based travel forecasts were aggregated on the various roadway segments identified within the study area to obtain ADT estimates for the various scenarios evaluated in this Study.

For evaluation of vehicle-miles of travel (VMTs), the ITDF model was used with all Inglewood TAZs used as 'select-zones' in the model to determine the trips and associated VMTs to and from the City TAZs for non-event conditions under each of the scenarios analyzed in this study. For events of all types at each of the venues, VMTs were estimated including private vehicles, shuttles, and TNCs for both attendees and employees in the event model spreadsheets.

PERFORMANCE METRICS

Pursuant to SB 743 and the final Technical Advisory from the OPR, vehicle miles traveled (VMTs) and average daily trips (ADTs) were used as the performance metrics in this study to quantify benefits associated with the ITC Project. Additionally, transit ridership forecasts have been prepared to quantify the utilization, effectiveness and benefits associated with the ITC Project.

SIGNIFICANCE CRITERIA

The significance criteria used in the evaluation of transportation impacts include both operational impacts and construction impacts. As stated earlier, per the OPR's final Technical Advisory, the proposed ITC Project is presumed to not cause significant transportation impacts given that it reduces VMT, encourages development of multi-modal transportation networks and encourages diversity of land uses (mixed-use projects).

Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes of CEQA. Therefore, no significance criteria are established for evaluation of impacts. However, based on the duration of construction and the extent of disruption during various construction activities, potential effects associated with construction may occur. Therefore, a detailed evaluation of the construction effects and potential recommended actions are provided in this report.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of the report. The rest of the report is divided into ten chapters.

Chapter I presents an introduction to the project and provides details on the various elements of the study. Chapter II describes the environmental setting including the study area and existing roadway, transit, bicycle and pedestrian circulation system conditions. A brief discussion of on-street parking available within the study area that could potentially be affected is also provided in this chapter. A detailed description of the proposed ITC Project including the various components, the project-related roadway and intersection layout, and the on-street and off-street

parking along the alignment roadways is provided in Chapter III. Chapter IV provides the methodology and applies the same to develop daily traffic and VMT estimates during adjusted baseline conditions without and with the ITC Project. Additionally, the ITC transit ridership for adjusted baseline conditions with the proposed ITC Project is provided in this chapter. Chapter V provides detailed profile of events at the various entertainment venues in the City of Inglewood and estimates of ITC transit ridership and associated VMTs during each of these events.

Chapter VI provides details of the methodology and analysis of conditions during future opening year 2026 with an NFL game, without and with the proposed ITC Project. The benefits associated with reduction in ADTs and VMTs due to the proposed ITC Project under Year 2026 with NFL game conditions are summarized in Chapter VI. The methodology and analysis of conditions during future horizon year (2045) with an NFL game, without and with the proposed ITC Project are detailed in Chapter VII. Additionally, a summary of the benefits relative to reduction in ADTs and VMTs due to the ITC Project is provided in Chapter VII.

Chapter VIII details the construction effects associated with the proposed ITC Project. An evaluation of construction effects on the roadway, transit, bicycle and pedestrian circulation systems and potential recommended actions are detailed in Chapter VIII. Alternatives analysis is presented in Chapter IX, wherein five project alternatives are analyzed and compared to the proposed ITC Project. Chapter X provides a detailed summary of conclusions of the study.

II. ENVIRONMENTAL SETTING

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, average daily traffic volumes, transit system, bicycle system, and pedestrian circulation system serving the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The study area, which is shown in Figure 2, is generally bounded by Florence Avenue on the north, Lennox Boulevard – 108th Street on the south, La Brea Avenue – Hawthorne Boulevard on the west, and Van Ness Avenue on the east. The study area includes major corridors providing access to the proposed ITC Project, encompassing approximately 6-square-miles.

EXISTING STREET SYSTEM

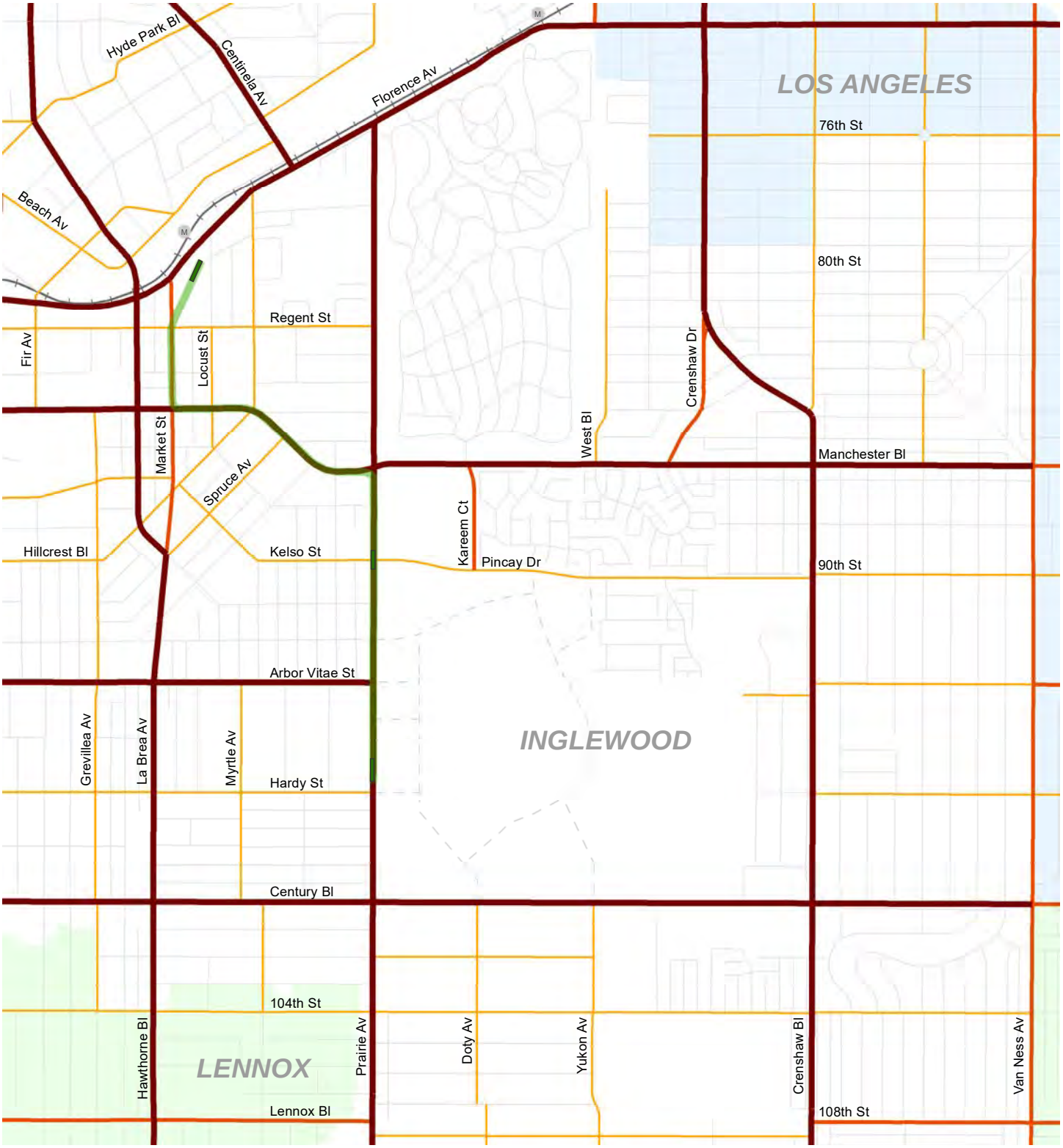
The existing street system within the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing access to and from the study area includes of the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway and the Harbor (I-110) Freeway.

Figure 3 illustrates a street map of the study area including street classifications as described in the City of Inglewood's Circulation Element and City of Los Angeles's Mobility Element. Brief descriptions of these facilities and additional collectors and local streets serving the study area including number of lanes, speed limits, parking availability, and functional classes are included in the following section.



FIGURE 2
STUDY AREA

RAJU Associates, Inc.



* Street classifications based on City of Inglewood's Circulation Element (1992)

FIGURE 3
EXISTING STREET SYSTEM

RAJU Associates, Inc.

Freeways

- San Diego (I-405) Freeway – The I-405 Freeway is a north-south freeway that transverses the Southern California region from its northern terminus at the I-5 Freeway in Sylmar to its southern terminus at the I-5 Freeway in Irvine. In the vicinity of the study area, this freeway provides six lanes (including one HOV lane) in each direction. There are ramps at Manchester Boulevard, La Cienega Boulevard, Century Boulevard, Imperial Highway, I-105 Freeway in the vicinity of the study area.

- Glenn Anderson (I-105) Freeway – The I-105 Freeway runs from its westerly terminus on Imperial Highway west of Sepulveda Boulevard to its easterly terminus at the San Gabriel (I-605) Freeway in the City of Norwalk. This freeway generally provides four mixed-flow traffic lanes and a carpool lane in each direction. A light rail line (the Metro C Line) runs along the I-105 Freeway in its center median. Ramps are located at La Cienega Boulevard/Aviation Boulevard, I-405 Freeway, Hawthorne Boulevard, Prairie Avenue, and Crenshaw Boulevard in the vicinity of the study area.

- Harbor (I-110) Freeway – The Harbor Freeway is a north-south freeway that extends from Gaffey Street in San Pedro to the City of Pasadena. North of Interstate 10 (I-10), the Harbor Freeway becomes California State Highway 110 (CA-110). In the vicinity of the study area this facility consists of two High Occupancy Toll (HOT) lanes, four general mixed-flow traffic lanes, and one auxiliary lane in each direction. The freeway's HOT lanes also include a designated busway facility that carries the Metro Silver Line Bus Rapid Transit (BRT), which connects the Los Angeles Harbor and San Pedro Area to Downtown Los Angeles and beyond. Ramps are located at Florence Avenue, Manchester Avenue, Century Boulevard and Imperial Highway.

Major Arterials

- La Brea Avenue/Hawthorne Boulevard – This roadway runs in a north-south direction. The roadway segment that runs north of Century Boulevard is called La Brea Avenue, and the segment that runs south of Century Boulevard is called Hawthorne Boulevard. The roadway is classified as a major arterial within the study area. This roadway generally provides two travel lanes in each direction north of Spruce Avenue and three lanes in each direction south of Spruce Avenue, plus left-turn channelization at major intersections through the study area. Parking is generally allowed along many stretches of this roadway. The posted speed limit is 35 mph. Hawthorne Boulevard provides connections to the I-105 Freeway.

- Prairie Avenue – Prairie Avenue runs in a north-south direction and is classified as a major arterial in the study area. This roadway provides two travel lanes in each direction north of Manchester Boulevard and three travel lanes in each direction south of Manchester Boulevard, plus left-turn channelization at most major intersections through the study area. The posted speed limit is 40 mph. Parking is generally not allowed on Prairie Avenue within the study area. Prairie Avenue provides access to the I-105 Freeway.

- Crenshaw Boulevard – Crenshaw Boulevard is classified as a major arterial roadway in the City of Inglewood and a secondary arterial (Avenue I) in the City of Los Angeles within the study area. The roadway runs in a north-south direction. Within the study area, this roadway provides two lanes in each direction north of Manchester Boulevard and three lanes in each direction south of Manchester Boulevard, plus left-turn channelization at major intersections. Parking is allowed along many stretches of this roadway, and the posted speed limit is 40 mph. Crenshaw Boulevard provides access to the I-105 Freeway.

- Centinela Avenue – Centinela Avenue is classified as a major arterial roadway and generally runs in an east-west direction; it runs diagonally east of Hyde Park Place. The roadway generally provides two travel lanes in each direction plus left-turn channelization at major intersections. Parking is generally allowed along this roadway, and the posted speed limit is 40 mph.

- Florence Avenue – Florence Avenue is classified as a major arterial in the City of Inglewood and as a secondary arterial (Avenue I) in the City of Los Angeles. It runs east-west with two to three lanes in each direction with left-turn channelization at major intersections through the study area. Parking is generally not allowed along this roadway, although some parking is permitted east of West Boulevard. Bike lanes are provided along some stretches of this roadway between Locust Street and West Boulevard. The posted speed limit is 40 mph west of West Boulevard and 35 mph east of West Boulevard.

- Manchester Boulevard – Manchester Boulevard is classified as a major arterial roadway in the study area. It runs east-west and has generally two lanes in each direction west of Prairie Avenue and three lanes in each direction east of Prairie Avenue, plus left-turn channelization at major intersections through the study area. Parking is allowed along most of Manchester Boulevard with some restricted segments. The posted speed limit along Manchester Boulevard is 35 mph west of Prairie Avenue and 40 mph east of Prairie Avenue. Manchester Boulevard provides access to the I-405 Freeway and I-110 Freeway.

- Arbor Vitae Street – Arbor Vitae Street west of Prairie Avenue is classified as a major arterial roadway that runs in an east-west direction. Arbor Vitae Street between Prairie Avenue and Van Ness Avenue is classified as a collector roadway. Within the study area, this roadway west of Prairie Avenue generally provides one to two lanes in each direction with parking on both sides of the street. The posted speed limit is 35 mph.

- Century Boulevard – Century Boulevard is classified as a major arterial roadway in the study area and runs in an east-west direction. It provides one of the major direct access options into the LAX Central Terminal Area (CTA). Within the study area, this roadway generally provides three to four lanes in each direction with left-turn lanes at key intersections. The posted speed limit is 40 mph. There is no parking allowed on either side of the street within the study area. Century Boulevard provides access to the I-405 Freeway and I-110 Freeway.

Minor Arterial / Secondary Arterial

- Market Street – Market Street is classified as a minor arterial roadway and runs in a north-south direction, beginning at Florence Avenue and terminating at La Brea Avenue. This roadway provides one lane in each direction between Florence Avenue and Hillcrest

Boulevard, and two lanes in each direction between Hillcrest Boulevard and La Brea Avenue. On-street parking is permitted on both sides of the street. The prima facie speed limit is 25 mph.

Collectors & Local Streets

- Locust Street – Locust Street runs in a north-south direction beginning at Florence Avenue and terminating at the intersection of Hillcrest Boulevard and Nutwood Street. The roadway is classified as a collector roadway between Regent Street and Hillcrest Boulevard, and as a local street between Florence Avenue and Regent Street. This roadway provides one lane in each direction, with on-street parking generally permitted on both sides of the street. Bike lanes are generally provided on both sides of the street between Florence Avenue and Manchester Boulevard. The posted speed limit is 30 mph.

- Myrtle Avenue – Myrtle Avenue is a north-south roadway that is classified as a collector roadway between Arbor Vitae Street and Century Boulevard, and as a local street between Kelso Street and Arbor Vitae Street. This roadway generally provides one lane in each direction, with on-street parking available on both sides of the street. The posted speed limit is 30 mph.

- Doty Avenue – Dory Avenue is a north-south roadway that is classified as a collector roadway. The roadway provides one lane in each direction. On-street parking is available on both sides of the street south of 102nd Street. The prima facie speed limit is 25 mph.

- Yukon Avenue - Yukon Avenue is a north-south roadway that is classified as a collector roadway. The roadway generally provides one to two lanes in each direction. On-street parking is available on west side along some restricted segments in the study area. The posted speed limit is 30 mph.

- Regent Street – Regent Street is classified as a collector roadway and runs in an east-west direction, beginning west of Oak Street and terminating at Inglewood Park Cemetery. This roadway provides one lane in each direction with on-street parking available between La Brea Avenue and Prairie Avenue. It provides two lanes in each direction with on-street parking prohibited between Fir Avenue and La Brea Avenue. The posted speed limit is 35 mph.

- Hillcrest Boulevard – Hillcrest Boulevard is classified as a collector roadway. It runs in an east-west direction between Aviation Boulevard and Grevillea Avenue, diagonally between Grevillea Avenue and Manchester Boulevard, and in a north-south direction between Manchester Boulevard and Florence Avenue. Within the study area, Hillcrest Boulevard generally provides one travel lane in each direction and has on-street parking on both sides of the street. The posted speed limit is 30 mph.

- Spruce Avenue – Spruce Avenue is classified as a collector roadway that runs diagonally between La Brea Avenue and Manchester Boulevard, and runs in an east-west direction between Hindry Avenue and Fir Avenue. This roadway generally provides one lane in each direction with on-street parking on both sides of the street. The prima facie speed limit is 25 mph.

- Kelso Street – Kelso Street runs generally in an east-west direction and is classified as a collector roadway. It runs diagonally between Market Street and Myrtle Avenue. The roadway ends at Prairie Avenue where the street name changes to Pincay Drive. This roadway generally provides one lane in each direction with on-street parking on both sides of the street. The prima facie speed limit is 25 mph.

- Pincay Drive – Pincay Drive is classified as a collector roadway that begins at Prairie Avenue and ends at Crenshaw Boulevard where the street name changes to 90th Street. It runs in an east-west direction. This roadway generally provides two lanes in each direction. On-street parking is available on the south side of the street between Carlton Drive and Crenshaw Boulevard. The posted speed limit is 45 mph.

- Hardy Street – Hardy Street is classified as a collector roadway that runs in an east-west direction. West of LASED, it begins at Inglewood Boulevard and terminates at Prairie Avenue. East of LASED, it begins at Crenshaw Boulevard and ends at Van Ness Avenue. Hardy Street is discontinuous between Prairie Avenue and Crenshaw Boulevard. This roadway generally provides one lane in each direction with on-street parking available on both sides of the street. The posted speed limit is 30 mph.

- Queen Street – Queen Street is a local street that runs in an east-west direction. The roadway provides one lane in each direction with on-street parking available on both sides of the street. The posted speed limit is 25 mph.

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

Seventy-five (75) segments within the study area were identified as key roadway segments for evaluation and are shown in Figure 4 and listed in Table 1. The existing average daily traffic volumes (ADT) on roadway segments in the study area are presented in Table 2 and illustrated in Figure 5.

Existing ADTs were estimated using the validated Inglewood Travel Demand Forecasting Model (ITDF). The ITDF Model was utilized along with existing transportation networks for each of the four time periods (AM/MD/PM/NT) and the associated socio-economic database consistent with the SCAG RTP/SCS Regional Model. The results for all four time periods were aggregated to reflect the average daily conditions. The resulting ADT volumes reflect typical weekday operations under the existing (2020) conditions.



FIGURE 4
LOCATION OF STUDY STREET SEGMENTS

RAJU Associates, Inc.

TABLE 1
ANALYZED ROADWAY SEGMENTS

Street	Facility Type	Segment	
		From	To
NORTH/SOUTH STREETS			
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av
		Florence Av	Manchester Bl
		Manchester Bl	Spruce Av/Market St
		Spruce Av/Market St	Arbor Vitae St
		Arbor Vitae St	Hardy St
		Hardy St	Century Bl
Hawthorne Bl	Major Arterial	Century Bl	104th St
		104th St	Lennox Bl
Prairie Av	Major Arterial	Florence Av	Regent St
		Regent St	Manchester Bl
		Manchester Bl	Pincay Dr/Kelso St
		Pincay Dr/Kelso St	Arbor Vitae St
		Arbor Vitae St	Hardy St
		Hardy St	97th St
		97th St	Century Bl
		Century Bl	102nd St
		102nd St	104th St
		104th St	Lennox Bl
Crenshaw Bl	Major Arterial	80th St	Manchester Bl
		Manchester Bl	Pincay Dr/90th St
		Pincay Dr/90th St	Arbor Vitae St
		Arbor Vitae St	Hardy St
		Hardy St	Century Bl
		Century Bl	104th St
Market St	Minor Arterial	Florence Av	Regent St
		Regent St	Manchester Bl
Myrtle Av	Collector	Arbor Vitae St	Hardy St
Doty Av	Collector	Century Bl	104th St
Yukon Av	Collector	Century Bl	104th St
Locust St	Collector	Florence Av	Manchester Bl
EAST/WEST STREETS			
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av
Florence Av	Major Arterial	Fir Av	La Brea Av
		La Brea Av	Market St
		Market St	Centinela Av
		Centinela Av	Prairie Av
		Prairie Ave	West Bl
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av
		La Brea Av	Market St
		Market St	Locust St
		Locust St	Hillcrest Bl
		Hillcrest Bl	Spruce Av
		Spruce Av	Prairie Av
		Prairie Av	Kareem Ct
		Kareem Ct	Crenshaw Dr
		Crenshaw Dr	Crenshaw Bl
		Crenshaw Bl	Van Ness Av
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av
		La Brea Av	Myrtle Av
		Myrtle Av	Prairie Av
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl
		La Brea Av/Hawthorne Bl	Myrtle Av
		Myrtle Av	Freeman Av
		Freeman Av	Prairie Av
		Prairie Av	Doty Av
		Doty Av	HP Casino Dr
		HP Casino Dr	Yukon Av
		Yukon Av	Club Dr
		Club Dr	Crenshaw Bl
		Crenshaw Bl	Van Ness Av
Regent St	Collector	Grevillea Av	La Brea Av
		La Brea Av	Market St
		Market St	Prairie Ave
Hillcrest Bl	Collector	Grevillea Av	La Brea Av
		La Brea Av	Market St
		Market St	Nutwood St/Locust St
		Nutwood St/Locust St	Manchester Bl
		Manchester Bl	Florence Av
Spruce Av	Collector	La Brea Av	Manchester Av
Kelso St/Pincay Dr	Collector	Spruce Av	Prairie Av
		Prairie Av	Kareem Ct
		Kareem Ct	Crenshaw Bl
Hardy St	Collector	La Brea Av	Prairie Ave
104th St	Collector	Grevillea Av	Hawthorne Bl
		Hawthorne Bl	Prairie Ave
		Prairie Av	Doty Av

TABLE 2
WEEKDAY DAILY TRAFFIC VOLUMES - EXISTING CONDITIONS

Street	Facility Type	Segment		Existing ADT
		From	To	
NORTH/SOUTH STREETS				
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	20,930
		Florence Av	Manchester Bl	24,598
		Manchester Bl	Spruce Av/Market St	19,252
		Spruce Av/Market St	Arbor Vitae St	24,819
		Arbor Vitae St	Hardy St	28,459
		Hardy St	Century Bl	29,570
Hawthorne Bl	Major Arterial	Century Bl	104th St	43,049
		104th St	Lennox Bl	48,127
Prairie Av	Major Arterial	Florence Av	Regent St	21,787
		Regent St	Manchester Bl	21,853
		Manchester Bl	Pincay Dr/Kelso St	28,283
		Pincay Dr/Kelso St	Arbor Vitae St	37,215
		Arbor Vitae St	Hardy St	30,516
		Hardy St	97th St	32,712
		97th St	Century Bl	32,712
		Century Bl	102nd St	29,893
		102nd St	104th St	30,586
		104th St	Lennox Bl	31,691
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	23,440
		Manchester Bl	Pincay Dr/90th St	25,921
		Pincay Dr/90th St	Arbor Vitae St	31,523
		Arbor Vitae St	Hardy St	30,078
		Hardy St	Century Bl	30,794
		Century Bl	104th St	27,245
Market St	Minor Arterial	Florence Av	Regent St	3,153
		Regent St	Manchester Bl	7,764
Myrtle Av	Collector	Arbor Vitae St	Hardy St	3,832
Doty Av	Collector	Century Bl	104th St	4,950
Yukon Av	Collector	Century Bl	104th St	10,123
Locust St	Collector	Florence Av	Manchester Bl	3,677
EAST/WEST STREETS				
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	25,664
Florence Av	Major Arterial	Fir Av	La Brea Av	16,710
		La Brea Av	Market St	20,923
		Market St	Centinela Av	24,294
		Centinela Av	Prairie Av	40,560
		Prairie Ave	West Bl	39,882
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	21,396
		La Brea Av	Market St	21,690
		Market St	Locust St	18,782
		Locust St	Hillcrest Bl	20,035
		Hillcrest Bl	Spruce Av	24,352
		Spruce Av	Prairie Av	28,558
		Prairie Av	Kareem Ct	31,638
		Kareem Ct	Crenshaw Dr	36,400
		Crenshaw Dr	Crenshaw Bl	27,704
		Crenshaw Bl	Van Ness Av	31,036
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	13,506
		La Brea Av	Myrtle Av	9,066
		Myrtle Av	Prairie Av	8,205
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	50,447
		La Brea Av/Hawthorne Bl	Myrtle Av	40,914
		Myrtle Av	Freeman Av	37,612
		Freeman Av	Prairie Av	32,957
		Prairie Av	Doty Av	39,615
		Doty Av	HP Casino Dr	40,253
		HP Casino Dr	Yukon Av	40,253
		Yukon Av	Club Dr	39,608
		Club Dr	Crenshaw Bl	41,542
		Crenshaw Bl	Van Ness Av	35,913
Regent St	Collector	Grevillea Av	La Brea Av	5,149
		La Brea Av	Market St	16,068
		Market St	Prairie Ave	8,174
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	8,677
		La Brea Av	Market St	7,287
		Market St	Nutwood St/Locust St	9,013
		Nutwood St/Locust St	Manchester Bl	4,941
		Manchester Bl	Florence Av	7,844
Spruce Av	Collector	La Brea Av	Manchester Av	2,944
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	5,493
		Prairie Av	Kareem Ct	18,768
		Kareem Ct	Crenshaw Bl	14,005
Hardy St	Collector	La Brea Av	Prairie Ave	4,394
104th St	Collector	Grevillea Av	Hawthorne Bl	6,769
		Hawthorne Bl	Prairie Ave	4,030
		Prairie Av	Doty Av	3,460

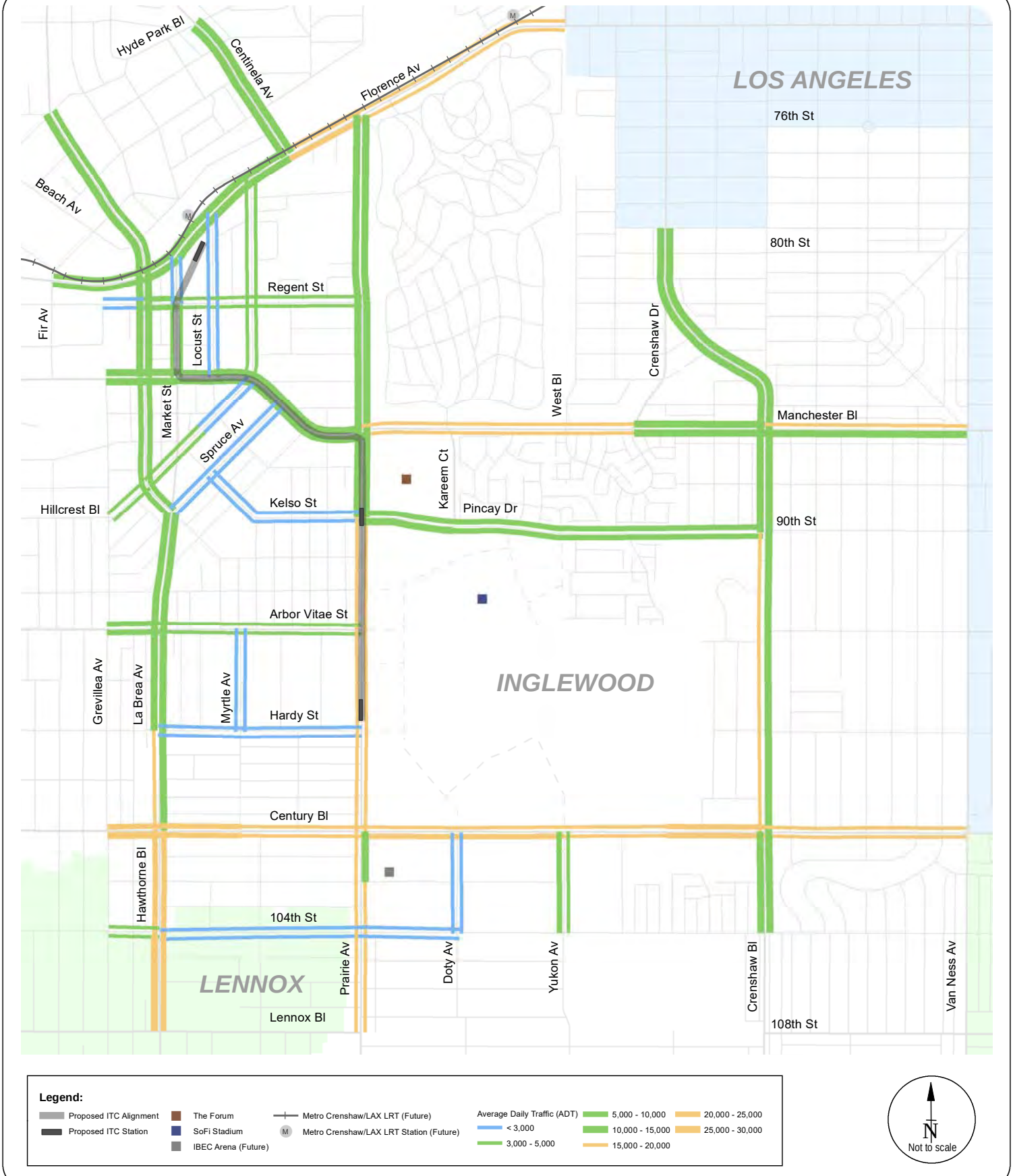


FIGURE 5
EXISTING DAILY TRAFFIC VOLUMES - WEEKDAY CONDITIONS

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As indicated in Table 2, daily traffic volumes along Prairie Avenue between Florence Avenue and Lennox Boulevard range between approximately 21,800 to 37,250 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 18,800 to 36,400 vehicles per day; and along Century Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 51,000 to 61,200 vehicles per day.

EXISTING TRANSIT CONDITIONS

Fourteen (14) bus lines provide services in the study area including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA), and one bus line operated by the County of Los Angeles. Additionally, the Metro C Line (Green Line) is located south of the study area. These transit lines are described below:

- MTA 40 – Line 40 is a local north/south line that provides service from Downtown Los Angeles to Redondo Beach and travels primarily along La Brea Avenue, Florence Avenue and Crenshaw Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 7-12 minutes during commute hours. The northern terminus is at Union Station in Downtown Los Angeles. The southern terminus is at the South Bay Galleria in Redondo Beach. Line 40 stops at the Inglewood Transit Center located along La Brea Avenue.

- MTA 111 - Line 111 is a local east/west line that provides service from Norwalk to the Los Angeles International Airport and travels primarily along Arbor Vitae Street, La Brea Avenue and Florence Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 9-20 minutes during peak commute hours. The eastern terminus is at Metro C Line (Green Line) Norwalk Station in Norwalk. The western terminus is at the LAX City Bus Center in Los Angeles. Line 111 provides service to the Inglewood Transit Center located along La Brea Avenue.

- MTA 115 - Line 115 is a local east/west line that provides service from Norwalk to Playa del Rey and travels primarily along Manchester Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 4-12 minutes during peak commute hours. The eastern terminus is at Metro C Line (Green Line) Norwalk Station in Norwalk. The western terminus is at the intersection of Pacific Avenue and Culver Boulevard in Playa del Rey. Line 115 provides service to the Inglewood Transit Center located along La Brea Avenue.

- MTA 117 – Line 117 is a local east/west line that provides service from Downey to the LAX Bus Center and travels primarily along Century Boulevard within the study area. This line runs every day, including holidays, at a frequency of 15-25 minutes during peak commute hours. The eastern terminus is at the Lakewood Green Line Station in Downey. The western terminus is at the LAX City Bus Center in Los Angeles.

- MTA 126 - Line 126 is a local east/west line that provides service from Manhattan Beach to Hawthorne, and travels along Prairie Avenue, Lennox Boulevard, and Hawthorne Boulevard within the study area. This line runs Monday through Friday at a frequency of 60 minutes during peak commute hours. The eastern terminus is at the Metro C Line (Green Line) Hawthorne/Lennox Station in Hawthorne. The western terminus is at Manhattan Beach Boulevard/Valley Drive in Manhattan Beach.

- MTA 209 – Line 209 is a local north/south line that provides service from Wilshire Center to Athens and travels primarily along Van Ness Avenue in the proximity of the study area. This line runs Monday through Friday at a frequency of 45-55 minutes during peak commute hours. No service is provided on weekend days and holidays. The northern terminus is at the Metro D Line (Purple Line) Western/Wilshire Station in Wilshire Center. The southern terminus is at the Metro C Line (Green Line) Vermont/Athens Station in Athens.

- MTA 210 – Line 210 is a local north/south line that provides service from Hollywood to Redondo Beach and travels primarily along Crenshaw Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 10-20 minutes during peak commute hours. The northern terminus is at the Metro B Line (Red Line) Hollywood/Vine Station in Hollywood. The southern terminus is at the South Bay Galleria Transit Center in Redondo Beach.

- MTA 211/215 - Lines 211 and 215 are local north/south lines that provide service from Redondo Beach to Inglewood and travel primarily along Locust Street, Prairie Avenue, Manchester Boulevard, and Grace Avenue within the study area. The lines run Monday through Friday at a frequency of approximately 30-60 minutes during peak commute hours. No service is provided on weekend days and holidays. The northern terminus for both lines is at the Inglewood Transit Center in Inglewood. The southern terminus for Line 211 is at the South Bay Galleria Transit Center in Redondo Beach. The southern terminus for Line 215 is at the Redondo Beach Station in Redondo Beach.

- MTA 212/312 – Line 212 is a local north/south line that provides service from Hollywood to Hawthorne and travels primarily along La Brea Avenue, Manchester Boulevard, Prairie Avenue, Lennox Boulevard, and Hawthorn Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 10-12 minutes during peak commute hours. The northern terminus is at the Metro B Line (Red Line) Hollywood/Vine Station in Hollywood. The southern terminus is at the Metro C Line (Green Line) Hawthorne/Lennox Station in Hawthorne. Line 312 provides limited service along the same route and currently has been temporarily suspended.

- MTA 442 – Line 442 is a north/south express line that provides service from Downtown Los Angeles to Hawthorne and travels primarily along La Brea Avenue and Manchester Boulevard within the study area. This line runs only on Monday through Friday during peak commute hours at a peak frequency of approximately 25-55 minutes. The northern terminus is at the Patsaouras Transit Plaza in Downtown Los Angeles. The southern terminus is at the Metro C Line (Green Line) Hawthorne/Lennox Station in Hawthorne. Line 442 provides service to the Inglewood Transit Center located along La Brea Avenue. However, this line currently has been temporarily suspended.

- MTA 607 – Line 607 is a circulator route that begins at the Inglewood Transit Center in Inglewood and goes clockwise with major stops at the intersections of Slauson Avenue / La Brea Avenue in Windsor Hills, and Crenshaw Boulevard / 54th Street in Los Angeles. This line travels along many corridors within the study area including La Brea Avenue, Locust Street, Hyde Park Boulevard, Centinela Avenue, Florence Avenue, Regent Street, Manchester Boulevard. This line runs only during the weekday morning and evening peak commute hours, at a frequency of approximately 55 minutes. MTA 607 has a stop at the Inglewood Transit Center on La Brea Avenue.

- MTA 710 – Line 710 is a north/south 'Rapid Bus' line that provides service from Koreatown to Redondo Beach and travels along Crenshaw Boulevard within the study area. This line runs every day, including holidays, at a frequency of 10-20 minutes. The northern terminus is at the Metro D Line (Purple Line) Western/Wilshire Station in Koreatown. The southern terminus is at the South Bay Galleria Transit Center in Redondo Beach.

- MTA 740 – Line 740 is a north/south 'Rapid Bus' line that provides service from Jefferson Park to Redondo Beach and travels primarily along La Brea Avenue, Hawthorne Boulevard, Crenshaw Boulevard, and Florence Avenue within the study area. This line runs every day, including holidays, at a frequency of 15 minutes. The northern terminus is at the intersection of Crenshaw Boulevard / Jefferson Boulevard in Jefferson Park. The southern terminus is at the South Bay Galleria Transit Center in Redondo Beach. MTA 740 provides service to the Inglewood Transit Center locate along La Brea Avenue.

- Los Angeles County Lennox Link – Lennox Link is a circulator route that begins at Lennox Park and travels in a counter-clockwise direction along Lennox Boulevard, Burin Avenue, 111th Street, Freeman Avenue, 104th Street, Yukon Avenue, Century Boulevard, Flower Street, Hardy Street, Myrtle Avenue and La Brea Avenue. This line runs Monday through Saturday at a frequency of 30 minutes. No service is provided on Sundays and holidays.

- Metro C Line (Green Line) – The Metro C Line is an east/west light rail line that provides service to Norwalk, Lynwood, Willowbrook, Hawthorne, El Segundo, and Redondo Beach. The C Line's Hawthorne / Lennox Station lies approximately 0.8 miles south of Century Boulevard. This line runs every day, including holidays, at a peak frequency of 6 minutes during peak commute hours. The eastern terminus is at the Norwalk Station in Norwalk. The western terminus is at the Redondo Beach Station in Redondo Beach.

Table 3 summarizes these transit lines serving the study area. The table includes the service provider, line number, service origin/destination, service type, weekday operations including hours of operation, frequency of service, and average ridership, for the transit lines. The average ridership for Metro bus lines serving the study area was compiled using data provided by Metro in 2019. As indicated in the table, Metro Bus Lines 40, 111 and 115 have an average daily bus ridership ranging from 14,561 (Line 40) to 15,653 (Line 111) passenger trips; while Metro Bus Lines 126, 209, 211/215, 442 and 607 have an average daily ridership ranging from 62 (Line 607) to 911 (Line 209) daily passengers. Additionally, Metro C line (Green) has an average of 30,236 daily ridership.

TABLE 3
EXISTING WEEKDAY TRANSIT SERVING THE STUDY AREA

Line/Name	Direction	Origin	Destination	Service Type	Weekday Operations [3] [4]				
					Hours of Operation	Approximate Frequency (Min.)			Average Ridership
						Peak	Midday	Evening	
METRO [1]									
40	North/South	Downtown LA	Redondo Beach	Local	M-F 4:34AM-12:24AM	7-12	20	20-60	14,561
111	East/West	Norwalk	LAX City Bus Center	Local	M-F 2:45AM-2:38PM	9-20	15	20-60	15,653
115	East/West	Norwalk	Playa del Rey	Local	M-F 4:20AM-12:26AM	4-12	12-20	20-60	14,811
117	East/West	LAX	Downey	Local	M-F 4:07AM-2:06AM	15-25	22-25	40-60	9,375
126	East/West	Hawthorne	Manhattan Beach	Local	M-F 6:23AM-8:35AM; 2:33PM-6:04PM	60	No Service	No Service	217
209	North/South	Wilshire Center	Athens	Local	M-F 5:26AM-8:56PM	45-55	60	60	911
210	North/South	Hollywood	Redondo Beach	Local	M-F 4:23AM-2:37AM	10-20	18	30-60	10,785
211/215	North/South	Inglewood	Redondo Beach	Local	M-F 5:55AM-9:49AM; 12:56PM-7:37PM	30-60	No Service	No Service	653
212/312	North/South	Hollywood	Hawthorne	Local (MTA 212) Limited (MTA 312)	M-F 4:29AM-2:51AM (MTA 312 temporarily suspended)	10-12	12	12-60	11,603
442	North/South	Downtown LA	Hawthorne	Express	M-F 5:46AM-8:42AM; 3:44PM-7:25PM	25-55	No Service	No Service	183
607	Circulator	Hyde Park/Ladera Heights/Inglewood	Hyde Park/Ladera Heights/Inglewood	Shuttle/Circulator	M-F 5:44AM-10:13AM; 2:48PM-7:25PM	55	No Service	No Service	62
710	North/South	Koreatown	Redondo Beach	Rapid Bus	M-F 5:23AM-9:24PM	10-20	18	30	6,804
740	North/South	Jefferson Park	Redondo Beach	Rapid Bus	M-F 4:49AM-9:30PM	15	30	24	2,294
C Line (Green Line)	East/West	Redondo Beach	Norwalk	Light Rail	M-F 3:36AM-1:24AM	6	15	20	30,236
LACDPW [2]									
Lennox-Link	Circulator	Lennox	Lennox-Inglewood	Shuttle/Circulator	M-F 7:00AM-6:00PM	30	30	30	n/a

[1] Route data for Los Angeles Metro from LA Metro's website
[2] Route data for Lennox-Link from Los Angeles County Department of Public Works' website
[3] Hours of operations and frequency based on 2019 Metro system data
[4] Ridership data from Metro' Interactive Estimated Ridership Stats website for the period of October 2019

These transit lines within the study area are illustrated in Figure 6.

MTA is constructing the Metro Crenshaw/LAX Light-Rail Train (LRT) Line that extends from the existing Metro E Line (Exposition Line) at Crenshaw Boulevard/Exposition Boulevard, and travels 8.5 miles south to connect with the Metro C Line (Green Line) at the Aviation/Imperial Station. The Crenshaw/LAX Line is projected to be completed and commence operations by 2021. The Crenshaw/LAX LRT line connects the Metro's E Line with the Metro's C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial Stations. The Downtown Inglewood station at Florence Avenue and Market Street will serve as the transfer point between the proposed ITC Project and the Crenshaw/LAX Line.

Transit Ridership Along Corridors

Transit ridership data for average weekday in October 2019 for transit lines serving the study area were obtained from Metro. This data includes the average daily bus boardings and alightings at each stop. Table 4 summarizes the transit ridership at each stop along corridors within the study area. As shown in the table, Crenshaw Boulevard at the Florence Avenue stop has the highest boarding and alighting activities with 997 boardings and 904 alightings compared to other bus stops within the study area. La Brea Avenue – Hawthorne Boulevard appears to be the busiest transit corridors within the study area; the corridor has a daily average of 259 boardings and 269 alightings.

EXISTING BICYCLE FACILITIES

The *Draft Inglewood Active Transportation and Safe Routes to School Plan* (City of Inglewood, June 2019) documents the existing bicycle facilities within the City. These facilities are classified as Bike Paths (Class I), Bike Lanes/Buffered Bike Lanes (Class II), Bike Routes/Bike Boulevards (Class III), and Protected Bike Lanes (Class IV). A brief description of these facilities follows:

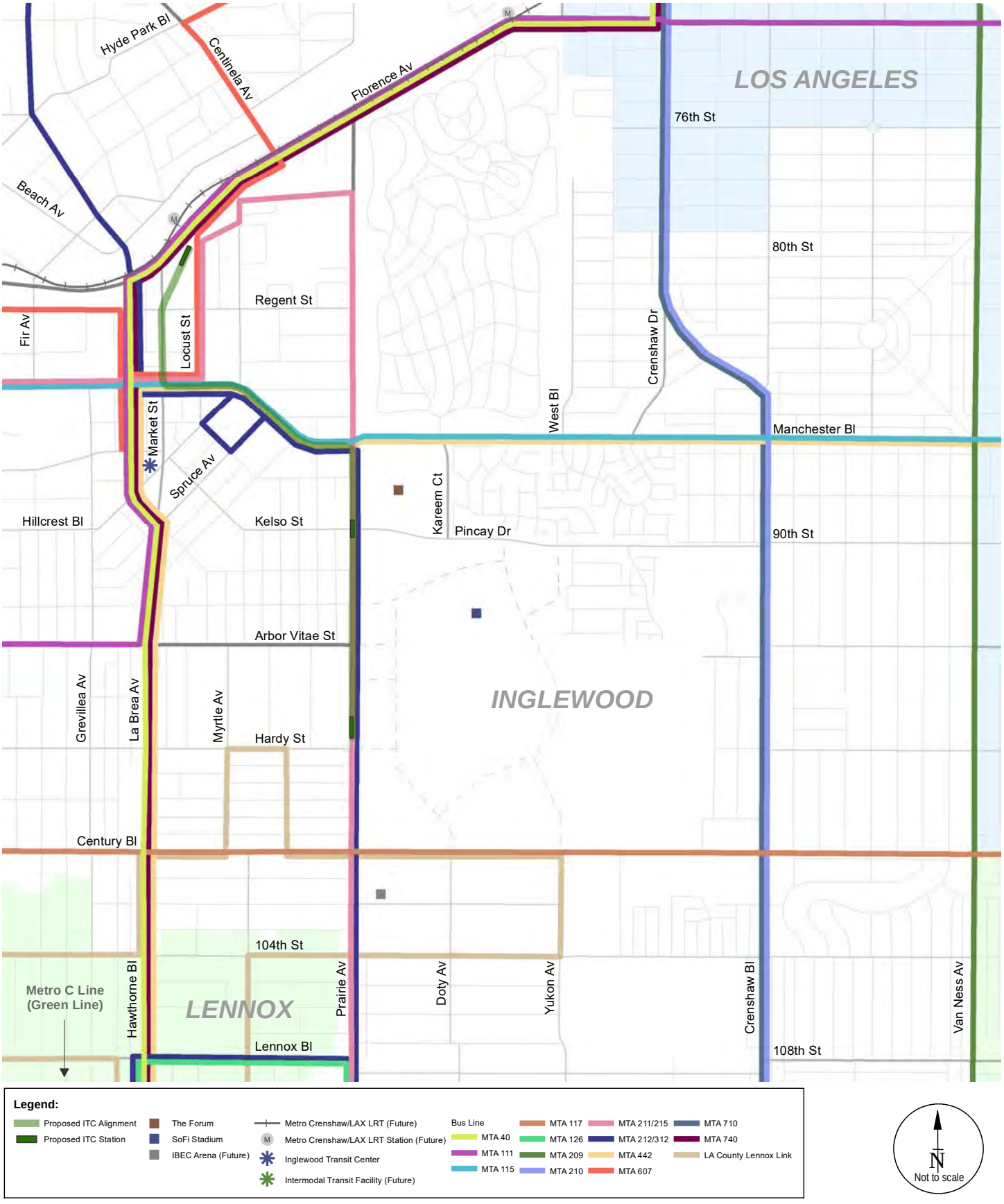


FIGURE 6
EXISTING TRANSIT SYSTEM

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TABLE 4
AVERAGE WEEKDAY RIDERSHIP AT BUS STOPS WITHIN STUDY AREA

Corridor	Stops Crossing Street	Metro Lines Serving Stop	Boardings	Alightings
La Brea Avenue - Hawthorne Boulevard	Hyde Park Boulevard	212	203	204
	Hazel Street	212	101	103
	Beach Avenue	212	82	87
	Florence Avenue	40/111/212	437	215
	Regent Street	40/111/212/740	532	913
	Queen Street	212/740	313	135
	Manchester Boulevard	40/111/607	168	240
	Inglewood Transit Center	40/111/442/607/740	626	551
	Market Street	40/111/442	92	114
	Tamarack Avenue	40/111/442	73	82
	Arbor Vitae Street	40/111/442	271	270
	Hardy Street	40/442	177	195
	Century Boulevard	40/442/740	603	562
	104th Street	40/442	92	120
	Lennox Boulevard	40/442	117	248
	Average		259	269
Prairie Avenue	Grace Avenue	211	3	0
	Howland Drive	211	6	0
	Regent Street	211	1	1
	Manchester Boulevard	211	7	13
	Kelso Street/Pincay Drive	211/212	27	38
	Arbor Vitae Street	211/212	72	78
	Hardy Street	211/212	69	73
	Century Boulevard	211/212	169	165
	104th Street	211/212	86	84
	Lennox Boulevard/108th Street	211/212	127	124
	Average		57	58
Crenshaw Boulevard	Florence Avenue	40/210/710/740	997	904
	76th Street	210	24	47
	78th Street	210	29	37
	80th Street	210	27	32
	82nd Street	210	26	35
	Manchester Boulevard	210/710	761	724
	Pincay Drive/90th Street	210	30	38
	Arbor Vitae Street	210	62	77
	Hardy Street	210	25	54
	Century Boulevard	210/710	750	788
	104th Street	210	93	95
	108th Street	210	91	110
	Average		243	245
Centinela Avenue	Hyde Park Boulevard	607	2	1
	Warren Lane	607	0	1
	Average		1	1
Florence Avenue	La Brea Avenue	40/111	252	191
	Market Street	40/111	85	37
	Hillcrest Boulevard	40/111/607	53	90
	Centinela Avenue	40/111/607/740	126	132
	Prairie Avenue	40/111	96	100
	West Boulevard	40/111	151	185
	Crenshaw Boulevard	111/740	562	505
	8th Avenue	111	141	159
	5th Avenue	111	63	82
	Van Ness Avenue	111	193	196
	Average		172	168
Manchester Boulevard	Fir Avenue	115/211	13	13
	Grevillea Avenue	115/211	174	210
	Market Street	115/211/212/442/607	519	603
	Hillcrest Avenue	115/212	321	353
	Spruce Avenue	115/212	17	53
	Tamarack Avenue	115/212	54	36
	Prairie Avenue	115/212/442	207	193
	Kareem Court	115	16	22
	Carlton Drive	115	4	4
	West Boulevard	115/442	25	26
	Crenshaw Drive	115	52	48
	11th Avenue	115	32	38
	Crenshaw Boulevard	115/442	548	589
	5th Avenue	115	70	79
	Van Ness Avenue	115/442	126	141
	Average		145	161
Arbor Vitae Street	Grevillea Avenue	111	39	36
	La Brea Avenue	111	90	89
	Average		65	63
Century Boulevard	Fir Avenue/Firmona Avenue	117	26	35
	La Brea Avenue/Hawthorne Boulevard	117	346	345
	Freeman Avenue	117	92	101
	Prairie Avenue	117	185	163
	Doty Avenue	117	41	43
	Yukon Avenue	117	130	153
	Club Drive	117	232	206
	11th Avenue	117	236	205
	Crenshaw Boulevard	117	394	398
	5th Avenue	117	15	14
	Van Ness Avenue	117	120	125
	Average		165	163

Source: LACMTA stops data, Los Angeles County Metropolitan Transportation Authority (MTA), October 2019

- Class I – Bike Paths are exclusive car free facilities that provide a paved right-of-way for bicyclists, pedestrians, and other non-motorized travel modes with cross flow of motorists minimized.

- Class II – Bike Lanes are on-street lanes that are dedicated only for bicycles and identified by a striped one-way bike lane separating from vehicle lanes. Buffered Bike Lanes are conventional bike lanes with a designated buffer space separating the bike lane from the adjacent motor vehicle lane and parking lane. Colored pavement may be added for bike lanes and buffered bike lanes to increase visibility of the facility, identify conflict areas, and reinforce priority to bicyclists in conflict areas.

- Class III – Bike Routes are in-road bikeways (typically the right most lane) where bicycles and motor vehicles share the roadway. Bike Boulevards are bike routes with low motorized traffic volumes. They are designated and designed to give bicycle travel priority. Posted signage for bicycle use and shared lane markings (sharrows or greenback sharrows) are typically included for bike routes and bike boulevards.

- Class IV – Protected Bike Lanes are bike lanes with physical barriers provided between the bike lane and other travel lanes. Protected bike lane treatments may be one-way or two-way facilities. Colored pavement may be added.

Figure 7 shows the designated bicycle facilities within the study area. As shown in the figure, bicycle facilities are identified along the following streets:

<u>Class II Bike Lanes / Buffered Bike Lanes</u>

- Bike Lanes
  - Hawthorne Boulevard from Lennox Boulevard to 111th Street
  - Locust Street from Florence Avenue to Manchester Boulevard
  - Van Ness Avenue from 81st Street to Manchester Boulevard
  - Florence Avenue from Locust Street to Hillcrest Boulevard
  - Florence Avenue from Prairie Avenue to mid-way between Prairie Avenue and West Boulevard

- Buffered Bike Lanes
  - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (westbound only)

<u>Class III Bike Routes / Bike Boulevard</u>

- Bike Routes with Sharrows
  - Van Ness Avenue from Century Boulevard to Imperial Highway
  - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (eastbound only)



FIGURE 7
EXISTING BICYCLE FACILITIES

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- Florence Avenue from Centinela Avenue to Prairie Avenue
- Florence Avenue from mid-way between Prairie Avenue and West Boulevard to West Boulevard
- 76th Street from Crenshaw Drive to Vermont Avenue

EXISTING PEDESTRIAN FACILITIES

The pedestrian circulation system includes crosswalks, crosswalk push buttons, intersection traffic control, and sidewalks available to serve pedestrians. Sidewalks are generally provided along all streets in the study area. Florence Avenue, Market Street, Locust Street and Regent Street offer pedestrian access and circulation possibilities to the proposed ITC Market Street Station. Currently, sidewalks are available on the south side of Florence Avenue and on both sides of Market Street, Locust Street and Regent Street adjacent to and in the vicinity of the proposed ITC Project station. Figure 8 illustrates the pedestrian facilities in the vicinity of the Project Site including location of crosswalk and intersection traffic control. As shown in the figure, pedestrian crosswalks to the proposed ITC station are available at adjacent intersections of Florence Avenue/Market Street and Florence Avenue/Locust Street.

Prairie Avenue and Kelso Street-Pincay Drive offer pedestrian access and circulation possibilities to the proposed ITC Station at the Forum. Sidewalks are available on both sides of Prairie Avenue and Kelso Street-Pincay Drive adjacent to and in the vicinity of the proposed ITC Project station. Sidewalks are available on both sides of Prairie Avenue and Kelso Street-Pincay Drive adjacent to and in the vicinity of the proposed ITC Project station. Pedestrian crosswalks to the proposed ITC station are available at adjacent intersections of Prairie Avenue/Kelso Street–Pincay Drive and Prairie Avenue/Manchester Boulevard.

Prairie Avenue and Hardy Street offer pedestrian access and circulation possibilities to the proposed ITC Project Station at Hardy Street. Sidewalks are available on both sides of Prairie Avenue and Hardy Street adjacent to and in the vicinity of the proposed Project station. Pedestrian crosswalks to the proposed ITC station are available at adjacent intersections of Prairie Avenue/Hardy Street and Prairie Avenue/Arbor Vitae Street.

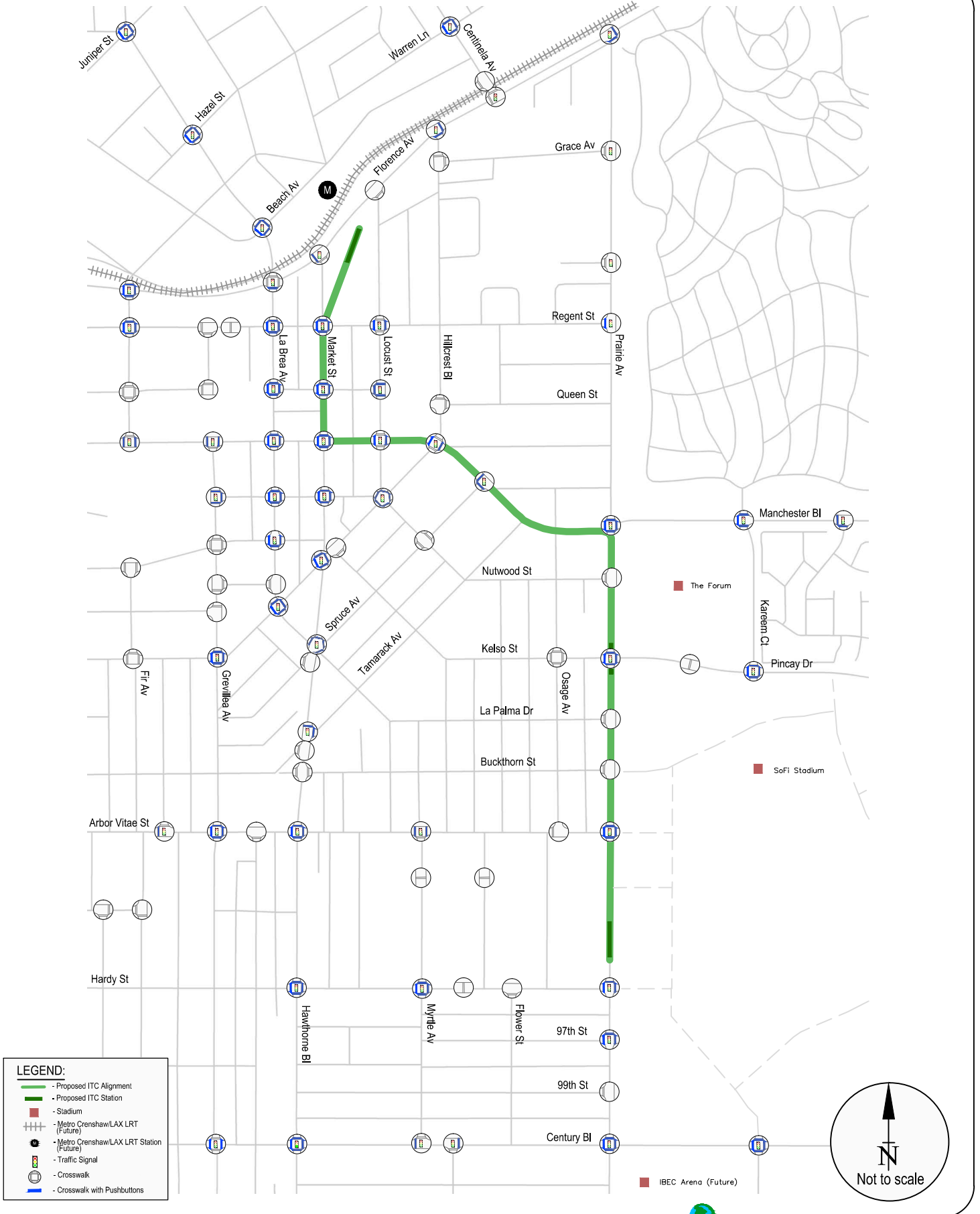


FIGURE 8
EXISTING PEDESTRIAN FACILITIES

RAJU Associates, Inc.

The location of pedestrian crossings and other amenities is illustrated in Figure 8. The majority of intersections near the proposed ITC alignment and stations are signalized and generally provide pedestrian amenities. A brief description of the pedestrian crossing locations and amenities, including traffic signals, intersection crosswalks, and crosswalks with push buttons, along the proposed ITC Project alignment follows:

Pedestrian Crossings along Market Street

- Intersection of Market Street/Florence Avenue: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on the west and south legs of the intersection. Crosswalks are not provided on the east leg of the intersection. Pedestrian call pushbuttons are provided on the west leg of the intersection. Pedestrian indications are actuated / automated on the south leg of the intersection.

- Intersection of Market Street/Regent Street: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on the north, west and east legs of the intersection and a crosswalk with decorative design is available on the south leg. Pedestrian call pushbuttons are provided on all approaches.

- Intersection of Market Street/Queen Street: This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Pedestrian call pushbuttons are provided on all approaches.

Pedestrian Crossings along Manchester Boulevard

- Intersection of Market Street/Manchester Boulevard: This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Pedestrian call pushbuttons are provided on all approaches of the intersection.

- Intersection of Locust Street/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on the west and east legs of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection.

- Intersection of Hillcrest Boulevard/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on the west and east legs of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection.

- Intersection of Spruce Avenue/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on west and south legs of the intersection. Crosswalks are not provided on the east leg of the intersection. Pedestrian call pushbuttons are provided on the west and south legs of the intersection.

Pedestrian Crossings along Prairie Avenue

- Intersection of Prairie Avenue/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on all approaches of the intersection.

- Intersection of Prairie Avenue/Nutwood Street: This intersection is unsignalized with the eastbound approach stopped at the intersection. A continental (ladder) crosswalk is available on the west leg of the intersection.

- Intersection of Prairie Avenue/Kelso Street–Pincay Drive: This intersection is signalized with pedestrian indications. Yellow school crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on all approaches of the intersection.

- Intersection of Prairie Avenue/La Palma Drive: This intersection is unsignalized and stop controlled on the eastbound approach. A continental crosswalk is available on the west leg of the intersection.

- Intersection of Prairie Avenue/Buckthorn Street: This intersection is unsignalized with the eastbound approach stopped at the intersection. A continental crosswalk is available on the west leg of the intersection.

- Intersection of Prairie Avenue/Arbor Vitae Street: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on all approaches of the intersection.

- Prairie Avenue/Hardy Street: This intersection is signalized with standard parallel crosswalks being available on the north and west legs of the intersection, and east leg from the HPSP area. A crosswalk is not provided on the south leg of the intersection. Pedestrian call pushbuttons are provided on the north, west, and east legs of the intersection.

Potential Pedestrian Destinations

The pedestrian circulation network consisting of sidewalks, intersections with signalized pedestrian indications and crosswalks provide connectivity to potential pedestrian destinations in the study area. These potential pedestrian destinations are shown in Figure 9 and summarized in Table 5. Table 5 indicates the facility types, names, and locations of potential pedestrian destinations within the study area. Potential pedestrian destinations within the study area include a transit center, numerous bus stops, schools, parks, government offices, a cemetery, a public library, a hospital, the Forum, SoFi Stadium and IBEC Arena.

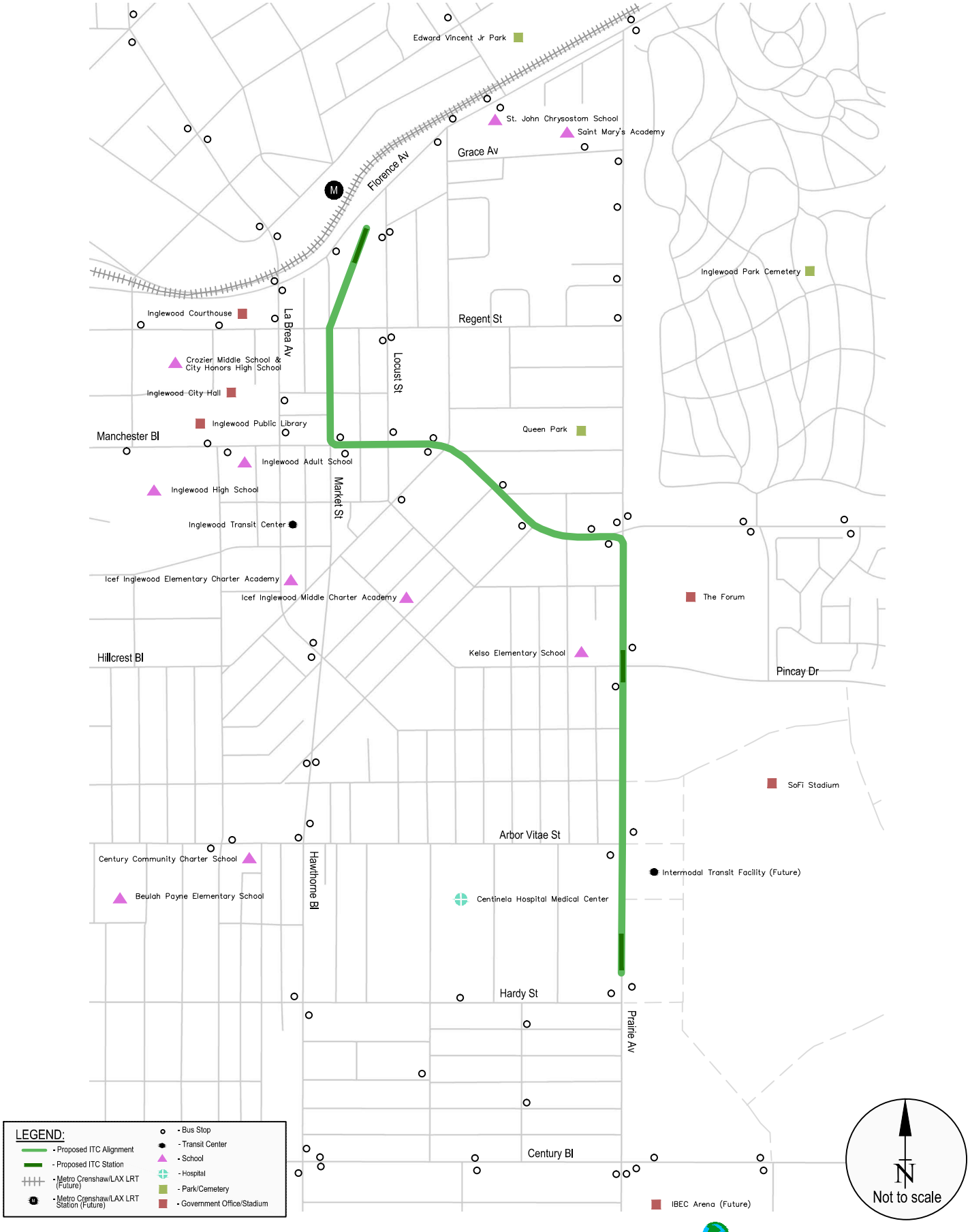


FIGURE 9
POTENTIAL PEDESTRIAN DESTINATIONS

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TABLE 5
POTENTIAL PEDESTRIAN DESTINATIONS

Facility Type	Name	Location
Bus Stops	La Brea / Hyde Park - Northbound	NE corner of La Brea Avenue / Hyde Park Boulevard
	La Brea / Hyde Park - Southbound	SW corner of La Brea Avenue / Hyde Park Boulevard
	La Brea / Hazel - Southbound	NW corner of La Brea Avenue / Hazel Street
	La Brea / Hazel - Northbound	SE corner of La Brea Avenue / Hazel Street
	La Brea / Beach - Southbound	NW corner of La Brea Avenue / Beach Avenue
	La Brea / Beach - Northbound	SE corner of La Brea Avenue / Beach Avenue
	La Brea / Florence - Southbound	NW corner of La Brea Avenue / Florence Avenue
	La Brea / Florence - Northbound	SE corner of La Brea Avenue / Florence Avenue
	La Brea / Regent - Southbound	NW corner of La Brea Avenue / Regent Street
	La Brea / Queen - Northbound	SE corner of La Brea Avenue / Queen Street
	La Brea / Manchester - Northbound	NE corner of La Brea Avenue / Manchester Avenue
	La Brea / Market - Northbound	NW corner of La Brea Avenue / Market Street
	La Brea / Market - Southbound	SW corner of La Brea Avenue / Market Street
	La Brea / Tamarack - Southbound	SW corner of La Brea Avenue / Tamarack Avenue
	La Brea / Tamarack - Northbound	SE corner of La Brea Avenue / Tamarack Avenue
	La Brea / Arbor Vitae - Northbound	NE corner of La Brea Avenue / Arbor Vitae Street
	La Brea / Arbor Vitae - Southbound	NW corner of La Brea Avenue / Arbor Vitae Street
	La Brea / Hardy - Southbound	NW corner of La Brea Avenue / Hardy Street
	La Brea / Hardy - Northbound	SE corner of La Brea Avenue / Hardy Street
	La Brea / Century - Southbound	NE corner of La Brea Avenue / Century Boulevard
	La Brea / Century - Northbound	SW corner of La Brea Avenue / Century Boulevard
	Locust / Grace - Southbound	SW corner of Locust Street / Grace Avenue
	Locust / Grace - Northbound	SE corner of Locust Street / Grace Avenue
	Locust / Regent - Southbound	SW corner of Locust Street / Regent Street
	Locust / Regent - Northbound	SE corner of Locust Street / Regent Street
	Locust / Manchester - Northbound	NE corner of Locust Street / Manchester Avenue
	Myrtle Ave & 98th St - Southbound	NW corner of Myrtle Avenue & 98th Street
	Flower St Mid-Block - Westbound	NE corner of Flower Street / Hardy Street (between Myrtle Avenue and Flower Street)
	Flower St & Hardy St - Northbound	SE corner of Flower Street / Hardy Street
	Flower St & 99th St - Northbound	NE corner of Flower Street / 99th Street
	Centinela / Warren - Southbound	NW corner of Centinela Avenue / Warren Lane
	Prairie / Grace - Southbound	SW corner of Prairie Avenue / Grace Avenue
	Prairie / Grace - Southbound	SW corner of Prairie Avenue / Grace Avenue (between Grace Avenue and Carondelet Way)
	Prairie / Howland - Southbound	NW corner of Prairie Avenue / Howland Drive
	Prairie / Regent - Southbound	NW corner of Prairie Avenue / Regent Street
	Prairie / Manchester - Northbound	NE corner of Prairie Avenue / Manchester Avenue
	Prairie / Manchester - Southbound	NW corner of Prairie Avenue / Manchester Avenue
	Prairie / Kelso - Northbound	NE corner of Prairie Avenue / Kelso Street - Pincay Drive
	Prairie / Kelso - Southbound	SW corner of Prairie Avenue / Kelso Street - Pincay Drive
	Prairie / Arbor Vitae - Northbound	NE corner of Prairie Avenue / Arbor Vitae Street
	Prairie / Arbor Vitae - Southbound	SW corner of Prairie Avenue / Arbor Vitae Street
	Prairie / Hardy - Northbound	NE corner of Prairie Avenue / Hardy Street
	Prairie / Hardy - Southbound	NW corner of Prairie Avenue / Hardy Street
	Prairie / Century - Northbound	SE corner of Prairie Avenue / Century Boulevard
	Prairie / Century - Southbound	SW corner of Prairie Avenue / Century Boulevard
	Florence / Prairie - Westbound	NE corner of Florence Avenue / Prairie Avenue
	Florence / Prairie - Eastbound	SE corner of Florence Avenue / Prairie Avenue
	Florence / Centinela - Westbound	NW corner of Florence Avenue / Centinela Avenue
	Florence / Centinela - Eastbound	SW corner of Florence Avenue / Centinela Avenue
	Florence / Hillcrest - Westbound	NE corner of Florence Avenue / Hillcrest Boulevard
	Florence / Hillcrest - Eastbound	SW corner of Florence Avenue / Hillcrest Boulevard
	Florence / Market - Eastbound	SE corner of Florence Avenue / Market Street
	Grace / Prairie - Westbound	NW corner of Grace Avenue / Prairie Avenue

TABLE 5 (CONTINUED)
POTENTIAL PEDESTRIAN DESTINATIONS

Facility Type	Name	Location
Bus Stops (continued)	Regent / Grevillea - Westbound	NE corner of Regent Street / Grevillea Avenue
	Regent / Fir - Westbound	NE corner of Regent Street / Fir Avenue
	Manchester / Carlton - Westbound	NW corner of Manchester Avenue / Carlton Drive
	Manchester / Carlton - Eastbound	SW corner of Manchester Avenue / Carlton Drive
	Manchester / Inglewood Cemetery - Westbound	NW corner of Manchester Avenue / Kareem Court
	Manchester / Kareem Court - Eastbound	SW corner of Manchester Avenue / Kareem Court
	Manchester / Prairie - Westbound	NW corner of Manchester Avenue / Prairie Avenue
	Manchester / Prairie - Eastbound	SW corner of Manchester Avenue / Prairie Avenue
	Manchester / Tamarack - Eastbound	SW corner of Manchester Avenue / Tamarack Avenue
	Manchester / Spruce - Westbound	NE corner of Manchester Avenue / Spruce Avenue
	Manchester / Hillcrest - Eastbound	NW corner of Manchester Avenue / Hillcrest Boulevard
	Manchester / Hillcrest - Westbound	SW corner of Manchester Avenue / Hillcrest Boulevard
	Manchester / Market - Westbound	NE corner of Manchester Avenue / Market Street
	Manchester / Market - Eastbound	SE corner of Manchester Avenue / Market Street
	Manchester / Grevillea - Eastbound	SE corner of Manchester Avenue / Grevillea Avenue
	Manchester / Grevillea - Westbound	NW corner of Manchester Avenue / Grevillea Avenue
	Manchester / Fir - Eastbound	SW corner of Manchester Avenue / Fir Avenue
	Hillcrest / Nutwood - Eastbound	SE corner of Hillcrest Boulevard / Nutwood Street
	Arbor Vitae / Grevillea - Westbound	NE corner of Arbor Vitae Street / Grevillea Avenue
	Arbor Vitae / Grevillea - Eastbound	SW corner of Arbor Vitae Street / Grevillea Avenue
	Century / Doty - Westbound	NW corner of Century Boulevard / Doty Avenue
	Century / Doty - Eastbound	SW corner of Century Boulevard / Doty Avenue
	Century / Prairie - Westbound	NE corner of Century Boulevard / Prairie Avenue
	Century / Prairie - Eastbound	NW corner of Century Boulevard / Prairie Avenue
	Century / Freeman - Westbound	NE corner of Century Boulevard / Freeman Avenue
	Century / Freeman - Eastbound	SE corner of Century Boulevard / Freeman Avenue
	Century / La Brea - Westbound	NE corner of Century Boulevard / La Brea Avenue
	Century / La Brea - Eastbound	SE corner of Century Boulevard / La Brea Avenue
	Century / Fir - Westbound	NE corner of Century Boulevard / Fir Avenue
	Century / Fir - Eastbound	SW corner of Century Boulevard / Fir Avenue
Schools	St. John Chrysostom School	530 E Florence Ave, Inglewood, CA 90301
	Saint Mary's Academy	701 Grace Ave, Inglewood, CA 90301
	Crozier Middle School & City Honors High School	120 W Regent St, Inglewood, CA 90301
	Inglewood High School	231 S Grevillea Ave, Inglewood, CA 90301
	Kelso Elementary School	809 E Kelso St, Inglewood, CA 90301
	Century Community Charter School	901 Maple St, Inglewood, CA 90301
	Beulah Payne Elementary School	215 W 94th St, Inglewood, CA 90301
	Icef Inglewood Elementary Charter Academy	434 S Grevillea Ave, Inglewood, CA 90301
	Icef Inglewood Middle Charter Academy	304 E Spruce Ave, Inglewood, CA 90301
	Inglewood Adult School	106 E Manchester Blvd # 350, Inglewood, CA 90301
Parks	Edward Vincent Jr Park	700 Warren Ln, Inglewood, CA 90302
	Queen Park	652 E Queen St, Inglewood, CA 90301
Venues	The Forum	3900 W Manchester Blvd, Inglewood, CA 90305
	SoFi Stadium	1000 S Prairie Ave, Inglewood, CA 90301
	IBEC Arena (Under Design)	SE corner of Prairie Avenue / Century Boulevard
Government Offices	Inglewood Courthouse	1 E Regent St, Inglewood, CA 90301
	Inglewood City Hall	1 W Manchester Blvd, Inglewood, CA 90301
Cemetery	Inglewood Park Cemetery	720 E Florence Ave, Inglewood, CA 90301
Public Library	Inglewood Public Library	101 W Manchester Blvd, Inglewood, CA 90301
Hospital	Centinela Hospital Medical Center	555 E Hardy St, Inglewood, CA 90301
Transit Stations	Inglewood Transit Center	East of La Brea Avenue between Nutwood Street and Hillcrest Boulevard
	Transit Plaza (Under Design)	SE corner of Prairie Avenue / Arbor Vitae Street
Metro Rail Station	Downtown Inglewood Station @ LAX/Crenshaw Line (Under Construction)	North of Florence Avenue between Market Street and Locust Street

*Based on field observations using Google Maps.

ON-STREET PARKING

A summary of the number of on-street parking spaces and parking restrictions along Market Street, Manchester Boulevard and Prairie Avenue along the proposed ITC alignment are described below:

- There are currently 104 on-street parking spaces located along Market Street between Florence Avenue and Manchester Boulevard with parking restrictions listed below.
    - Metered 2-hour on-street parking is allowed on both sides of Market Street between Florence Avenue and Regent Street, all day except from 3:00 A.M. to 7:00 A.M. There are 30 on-street parking spaces on west side of the street and 14 on-street parking spaces on the east side of the street.
    - Metered 2-hour on-street parking is allowed on both sides of Market Street between Regent Street and Manchester Boulevard. There are 31 on-street parking spaces on the west side of the street and 29 on-street parking spaces on the east side of the street.
- There are currently 70 on-street parking spaces located along Manchester Boulevard between Market Street and Prairie Avenue with the parking restrictions listed below.
    - On-street parking is prohibited on both sides of Manchester Boulevard between Market Street and the alley to the east.
    - Metered 2-hour on-street parking is allowed on both sides of Manchester Boulevard between the alley (west of Locust Street) and Locust Street all day except from 3:30 AM to 7:00 A.M. The are four on-street parking spaces on the south side of the street and seven on-street parking spaces on the north side of the street.
    - Metered 2-hour on-street parking is allowed on both sides of Manchester Boulevard between Locust Street and Hillcrest Boulevard all day, except from 3:30 A.M. to 7:00 A.M. There are nine on-street parking spaces on the south side of the street and six on-street parking spaces on the north side of the street.
    - On-street parking is prohibited on south side of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue; metered 2-hour on-street parking is allowed on north side of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue all day, except from 3:30 A.M. to 7:00 A.M. There are 12 on-street parking spaces located on the north side of the street.
    - Metered 2-hour on-street parking is allowed on south side of Manchester Boulevard between Spruce Avenue and Tamarack Avenue with the exception of no parking allowed during the evening peak hours from 4:00 P.M. to 6:00 P.M. Metered 2-hour on-street parking is allowed on the north side of Manchester

Boulevard between Spruce Avenue and Tamarack Avenue all day, except from 3:30 A.M. to 7:00 A.M. There are 10 on-street parking spaces on the south side of the street and 14 on-street spaces on the north side of the street.

- Non-metered 2-hour on-street parking is allowed on south side of Manchester Boulevard between Tamarack Avenue and Osage Avenue with the exception of no parking allowed during the evening peak period (4:00 P.M. to 6:00 P.M.); metered 2-hour on-street parking is allowed on north side of Manchester Boulevard between Tamarack Avenue and Osage Avenue all day, except from 3:30 A.M. to 7:00 A.M. There are approximately four on-street parking spaces on the south side of street and four on-street parking spaces on the north side of the street.

- On-street parking is prohibited on both sides of Manchester Boulevard between Osage Avenue and Prairie Avenue

- There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street.

III. PROJECT DESCRIPTION

A description of the ITC Project is provided in this chapter. The Project includes the ITC alignment, and changes to the existing roadway layout including the number of lanes, turn lanes and traffic control at intersections and pedestrian amenities, on-street and off-street parking conditions described in this chapter. Project ridership is also discussed in this chapter.

PROJECT DESCRIPTION

The ITC Project is an Automated People Mover (APM) System providing "first-mile / last-mile" connection to the rest of the regional mass-transit system to and from a major activity center and adjacent uses in the City of Inglewood. The major activity center includes the Hollywood Park Specific Plan area with thousands of residential units and millions of square-feet of retail and commercial uses, as well as the National Football League (NFL) SoFi Stadium with 70,240 seats, and 6,000-seat Performance Venue. Additionally, the ITC Project would serve The Forum, one of the largest indoor concert and entertainment venues in the country, as well as the recently approved Inglewood Basketball and Entertainment Center (IBEC).

The ITC Project is an APM System connecting the activity center within the City of Inglewood with the Metro's Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The Crenshaw/LAX LRT line connects the Metro's E Line with the Metro's C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and the Crenshaw / Imperial Stations. The Crenshaw/LAX LRT line is currently under construction and is expected to commence operations in 2021.

The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations, as shown in Figure 10. The stations will be located at:

1. Market Street – Florence Avenue
2. Prairie Avenue - Pincay Drive, and
3. Prairie Avenue – Hardy Street.

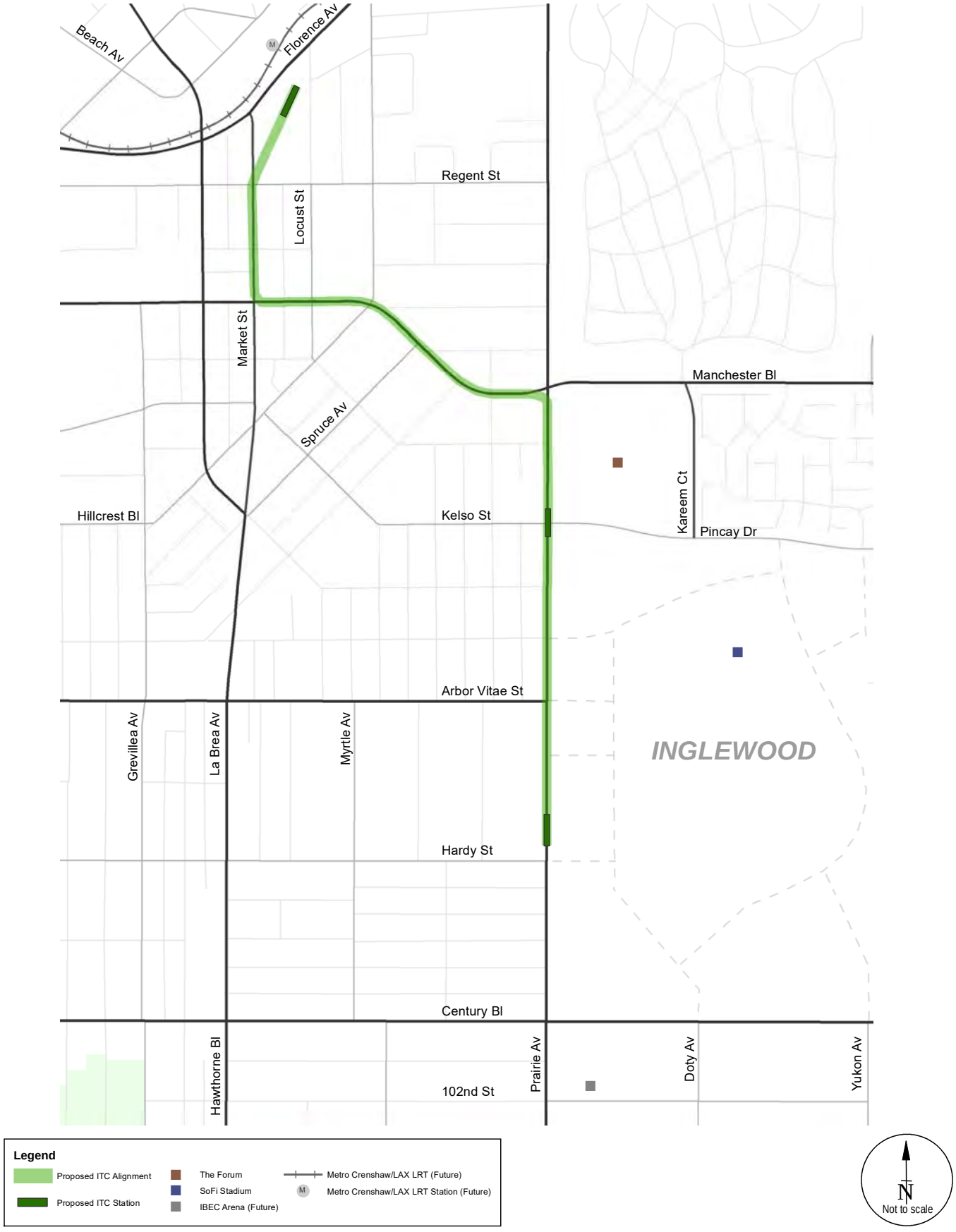


FIGURE 10
LOCATION OF PROPOSED ITC ALIGNMENT AND STATIONS

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The Market Street – Florence Avenue Station site would also include vertical circulation elements including an above-grade pedestrian bridge connecting with the Downtown Inglewood Station of the Crenshaw/LAX LRT Line; a surface parking lot with approximately 650 public parking spaces; and two pick-up and drop-off areas for buses, shuttles and others located along the west side of Locust south of Florence Avenue and along the north side of Regent Street between Locust and Market Streets. This station would serve patrons using the ITC to get to and from the Inglewood Downtown area.

The Prairie Avenue – Pincay Drive Station would include vertical circulation elements providing connections to both the Forum site and the NFL SoFi Stadium sites. Access and circulation to connect with additional uses within the Hollywood Park Specific Plan area will also be available to and from this station.

The Prairie Avenue – Hardy Street Station would include vertical circulation elements providing connections to the NFL SoFi Stadium site, the Performance Venue site and the Inglewood Basketball and Entertainment (IBEC) Venue site. Access and circulation to connect with the commercial and residential uses within the Hollywood Park Specific Plan area will be available to and from this station.

A Maintenance and Storage Facility (MSF) located at the southeast corner of the intersection of Manchester Boulevard and Hillcrest Boulevard will also be a key component of the proposed ITC Project. Additionally, a Traction Power Sub-Station (TPSS) will be provided at this site. A surface parking lot with approximately 450 public parking spaces will also be provided at this site.

The ITC Project also includes a surface parking facility with approximately 50 spaces located at the north-east corner of the intersection of Market Street and Manchester Boulevard to facilitate public parking. An additional TPSS for the ITC Project will also be located within the Inglewood Transit Facility site at the intersection of Prairie Avenue and Arbor Vitae Street.

The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed. A more detailed description of the roadway changes and provisions is summarized in the following sections.

ITC PROJECT DESCRIPTION - ROADWAYS

The ITC Project components include elevated grade-separated guideway and three stations, among others, that traverse along Market Street, Manchester Boulevard and Prairie Avenue within the City of Inglewood. Specifically, the Project traverses along Market Street between Florence Avenue and Manchester Boulevard with supporting columns placed mostly along the center median; along Manchester Boulevard between Market Street and Prairie Avenue with supporting columns placed along the sidewalks on either side of the street; and along Prairie Avenue between Manchester Boulevard and Hardy Street with supporting columns also placed along the sidewalks on either side of the street. The three stations would be located at the southeast corner of the intersection of Florence Avenue and Market Street; above the intersection of Pincay Drive and Prairie Avenue; and above a location just north of the intersection of Prairie Avenue and Hardy Street.

A brief description of the existing and proposed characteristics of these roadway segments including number of lanes, intersection geometry, traffic control, on-street parking, sidewalks/crosswalks, and speed limits is provided in the following section.

Market Street between Florence Avenue and Manchester Boulevard

Market Street between Florence Avenue and Manchester Boulevard will include the same number of lanes as existing conditions (one lane in either direction). No change to roadway throughput or capacity is proposed as part of the Project. The speed limit along Market Street will remain at 25 mph, similar to existing conditions. Conceptual roadway striping plans are included in Appendix A and typical cross-sections are included in Appendix B.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the Project would occur at the intersections of Market Street/Regent Street (removal of northbound left-turn lane) and Market Street/Queen Street (removal of northbound and southbound left-turn lanes). No changes to intersection traffic control are proposed at these intersections. A brief description of the resulting lane configurations at the intersections along this stretch of Market Street with the ITC Project is summarized below:

- Intersection of Market Street/Florence Avenue – There would be no changes to the lane configurations and traffic control due to the Project at this signalized intersection, compared to existing conditions. Similar to existing conditions, the northbound approach would provide a left-turn lane and a right-turn lane. The eastbound approach would provide two through lanes and a shared through/right-turn lane, while the westbound approach would provide a left-turn lane and two through lanes.

- Intersection of Market Street/Regent Street – The Project would result in the removal of the northbound left-turn lane at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left-/through/right-turn lane. The adjacent D3 (Market Gateway) Project would modify the southbound approach by removing the right-turn lane, resulting in a shared left-/through/right-turn lane. The Project would not change the southbound, eastbound and westbound approaches. The eastbound and westbound approaches would both provide a left-turn lane and a shared through/right-turn lane. No change to traffic control (signal) at this intersection are proposed with the ITC Project compared to existing conditions. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily.

- Intersection of Market Street/Queen Street – As a result of the Project, the northbound and southbound approaches would provide a shared left-/through/right-turn lane, removing the separate left-turn lanes, compared to existing conditions. The southbound approach would provide a shared left-turn/through lane and a separate right-turn lane. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily. The Project would not change the eastbound and westbound approaches. The eastbound and westbound approaches would both provide a shared left-/through/right-turn lane. No change to traffic control (signal) at this intersection are proposed with the ITC Project compared to existing conditions.

- Intersection of Market Street/Manchester Boulevard - There would be no changes to the lane configurations or traffic control due to the ITC Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would both provide a left-turn lane, one through lane and a shared through/right-turn lane.

Manchester Boulevard between west of Market Street and Prairie Avenue

Manchester Boulevard between Market Street and Prairie Avenue will include the same number of lanes as existing conditions, i.e., two lanes in either direction with turn lanes at intersections between Market Street and Hillcrest Boulevard; and two lanes / three lanes in the westbound / eastbound directions, respectively, with turn lanes at intersections between Hillcrest Boulevard

and Prairie Avenue. No change to roadway capacity or traffic control is proposed as part of the Project. The speed limit along Manchester Boulevard will remain at 35 mph, similar to existing conditions. Conceptual roadway striping plans are included in Appendix A and typical cross-sections are included in Appendix B.

Lane configurations at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in turn-lane storage lengths are proposed at any of the intersections within this stretch, as part of the ITC Project. Minor modifications to lane configurations at the Manchester Boulevard / Prairie Avenue intersection may be required or desired based on prevailing demands at the time of construction of the Project. This could be achieved by restriping at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Manchester Boulevard as a result of the ITC Project is summarized below:

- Intersection of Market Street/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.

- Intersection of Locust Street/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left/through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.

- Intersection of Hillcrest Boulevard/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left turn lane, a through lane and a right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.

- Intersection of Spruce Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left/through/right-turn lane. The southbound approach is a driveway and would

provide a right-turn lane only. The eastbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane (in the evening peak period, on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester at this intersection). The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane.

- Intersection of Tamarack Avenue/Manchester Boulevard - There would be no changes to the lane configurations or traffic control (stop-sign at Tamarack Avenue northbound approach) due to the Project at this unsignalized intersection compared to existing conditions. The northbound approach would provide a shared left-/right-turn lane. The eastbound approach would provide two through lanes and a separate right-turn lane (except in the evening peak period, when on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester at this intersection). The westbound approach would provide a left-turn lane and two through lanes.

- Intersection of Osage Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (stop-signs at Osage Avenue northbound and southbound approaches) due to the Project at this unsignalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left-/through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane during the morning peak hours and off-peak hours. During the evening peak hours, with on-street parking restrictions, the eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane.

- Intersection of Prairie Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.

Prairie Avenue between Manchester Boulevard and Hardy Street

Prairie Avenue between Manchester Boulevard and Hardy Street will include the same number of lanes as existing conditions (three lanes in either direction with a central turn lane including the turn lanes at intersections). No change to roadway capacity is proposed as part of the Project.

The speed limit along Prairie Avenue will remain at 40 mph, similar to existing conditions. No on-street parking will be allowed along Prairie Avenue within this stretch similar to existing conditions. Conceptual roadway striping plans are included in Appendix A and typical cross-sections are included in Appendix B.

The proposed Project columns and station features would be located in the sidewalks and in the 30-foot setback areas along the Forum site, the Hollywood Park Specific Plan Development Site and the City's Civic Center site. To accommodate the proposed Project columns and station features, Prairie Avenue roadway will be partially relocated to the east, while maintaining existing capacity and minimum sidewalk widths.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the ITC Project. Minor modifications to lane configurations at the Manchester Boulevard / Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Prairie Avenue due to the ITC Project is summarized below:

- Intersection of Prairie Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.

- Intersection of Prairie Avenue/Nutwood Street - There would be no changes to the lane configurations and traffic control (stop-sign control at the eastbound Nutwood Street approach) due to the Project at this unsignalized 'T' intersection. The northbound approach would provide a left-turn lane (central turn lane), three through lanes. The southbound approach would provide two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane.

- Intersection of Prairie Avenue/Pincay Drive - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane,

three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.

- Intersection of Prairie Avenue/La Palma Drive-Stadium Driveway - There would be no changes to the lane configurations and traffic control (stop-signs at the LA Palma Drive-Stadium Driveway approaches) due to the Project at this unsignalized intersection, compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane. The westbound approach would provide a right-turn lane.

- Intersection of Prairie Avenue/Buckthorn Street-Touchdown Drive - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.

- Intersection of Prairie Avenue/Arbor Vitae Street - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.

- Intersection of Prairie Avenue/Victory Street - There would be no changes to the lane configurations and traffic control (stop sign at Victory Street westbound approach) due to the Project at this unsignalized 'T' intersection, compared to existing conditions. The northbound approach would provide two through lanes and a shared through/right-turn lane. The southbound approach would provide three through lanes. The westbound approach would provide a right-turn lane.

- Intersection of Prairie Avenue/Hardy Street - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane,

three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, a shared left-turn/through lane and a separate right-turn lane.

Sidewalks on both sides of the various street segments will be provided by the ITC Project consistent with the requirements of Americans with Disabilities Act of 1990 (ADA) along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Crosswalks will be provided by the ITC Project at all intersections similar to existing conditions.

PICK-UP/DROP OFF AREAS AND SURFACE PARKING LOTS

Pick-up and drop-off areas would be provided along the west side of Locust Street south of Florence Avenue, as well as along the north-side of Regent Street between Locust Street and Market Street. A reduction in on-street parking spaces of approximately 13 spaces along Regent Street and 17 spaces along Locust Street would occur due to the Pick-up / Drop-off areas and the surface parking lot driveways proposed as part of the ITC Project. The location of the on-street parking reductions is shown in Figure 11.

A surface parking lot with approximately 650 parking spaces at the adjacent Florence Avenue and Market Street Station site, would be provided. This surface parking lot at the Station site would provide the replacement parking spaces for the reduced parking along Locust Street and Regent Street where Pick-up/Drop-off areas are proposed.

There are currently 104 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. The Market Gateway Project (D3 Project) would reduce the on-street parking by 11 spaces along the west side of Market Street between Florence Avenue and Regent Street. The proposed ITC Project would reduce an additional 32 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. These spaces will be relocated to a surface parking lot at the ITC Market Street Station site located at the southeast corner of the intersection of Market Street and Florence Avenue. An additional off-street surface parking lot will also be provided at the northeast corner of Market Street and Manchester Boulevard. This surface parking lot is anticipated to provide approximately 50 parking spaces, in addition to 6 existing spaces, and obtaining access off of the alley east of the site.

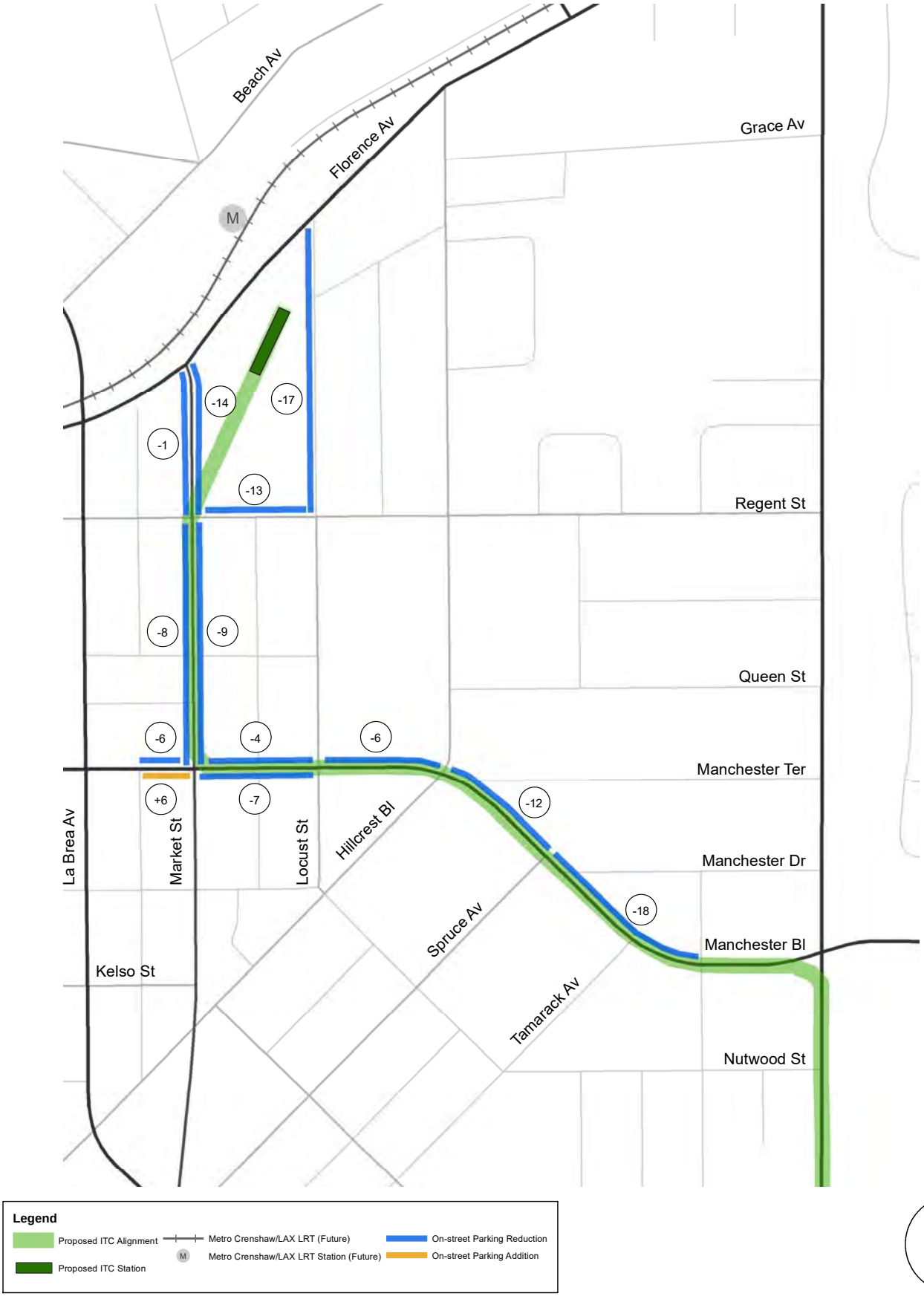


FIGURE 11
LOCATION OF ON-STREET PARKING REDUCTION

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There are currently 70 on-street parking spaces along Manchester Boulevard within this segment. The ITC Project would result in reduction of approximately 47 metered on-street parking spaces. These spaces will be relocated to off-street surface parking lot planned at the MSF site located at the southeast corner of the intersection of Manchester Boulevard/Hillcrest Boulevard. This surface parking lot at the MSF site will provide approximately 450 parking spaces.

Conceptual roadway striping plans for the Locust Street segment between Florence Avenue and Regent Street; and for the Regent Street segment between Market Street and Locust Street indicating the Pick-up/Drop-off areas and conceptual parking layout plans at the surface parking lots at the ITC Market Street/Florence Avenue Station site, MSF site and Market Street/Manchester Boulevard site are included in Appendix C.

IV. ADJUSTED BASELINE CONDITIONS

This chapter includes a description of the physical conditions in the vicinity of the Project for the Adjusted Baseline conditions. These environmental conditions include socio-economic and demographic components, and transportation network components that are currently under construction or have building permits issued by the City of Inglewood in the immediate vicinity of the ITC Project alignment. Accordingly, the travel demand forecasting model used in the process was updated as required to reflect these assumptions. The following sections describe the travel demand modeling process, and discuss resulting performance metrics, including traffic volumes, vehicle miles traveled and the estimated ITC ridership.

ADJUSTED BASELINE SOCIO-ECONOMIC DATA AND MODEL ASSUMPTIONS

The socio-economic (SE) data describing demographic and economic characteristics within the model area, by Traffic Analysis Zones (TAZs) is used as major input to the travel demand forecasting models. This SE data under adjusted baseline conditions is based on the SE databases from the validated ITDF model prepared for the Mobility Element Study for the City of Inglewood and updated to reflect changes in demographic and socio-economic characteristics within the Project vicinity.

The SE databases used in the ITDF model were updated to include portions of Phase 1 of the Hollywood Park Specific Plan (HPSP), similar to the assumptions used in the IBEC EIR. The City has issued permits for substantial portion of HPSP Phase 1 uses including the 70,240-seat SoFi Stadium, the 6,000-seat Performance Venue, approximately 518,000 sf of retail and restaurant uses, approximately 466,000 sf of office use, 314 dwelling units and approximately 12 acres of open space. The components of the HPSP Project Phase 1 that are included in the ITC model SE databases for the adjusted baseline conditions are shown in Table 6. Additionally, the Crenshaw/LAX LRT line is assumed to be completed and operational as part of the adjusted baseline conditions.

TABLE 6
HOLLYWOOD PARK SPECIFIC PLAN LAND USE ASSUMPTIONS
ADJUSTED BASELINE CONDITIONS

Hollywood Park Specific Plan - Phase I	Land Use
SoFi Stadium	70,240 seats
Performance Venue	6,000 seats
Retail	518,077 s.f.
Office	466,000 s.f.
Residential	314 d.u.
Open Space	11.89 acres

Source: Trifiletti Consulting, Inc.

A summary of the SE data within the model area and within the City of Inglewood area under Adjusted Baseline conditions is provided in Table 7. As shown in the table, the primary SE data variables including population, households and employment within the City of Inglewood are estimated to be 117,688, 38,958 and 37,763, respectively, under adjusted baseline conditions.

ADJUSTED BASELINE TRANSPORTATION NETWORK ASSUMPTIONS

The ITC model transportation network comprises the highway network and the transit network. The transportation network under Adjusted Baseline conditions is based on the transportation network from the validated ITDF model prepared as part of the 2019 Mobility Element Study for the City of Inglewood. As part of the validation of the ITDF model, the original network was updated to reflect changes within the City of Inglewood.

For the adjusted baseline conditions, the transit network includes the Metro Crenshaw/LAX Light-Rail Train (LRT) Line. The Metro Crenshaw/LAX LRT Line that extends from the existing Metro E Line (Expo) at Crenshaw and Exposition Boulevards and travels 8.5 miles south to connect with the Metro C Line (Green) at the Aviation/Imperial Station has been included in the model network. The Metro Crenshaw/LAX LRT line included in the model's transit network also has appropriate connectors at the eight new stations at:

- Expo/Crenshaw
- Martin Luther King Jr.
- Leimert Park
- Hyde Park
- Fairview Heights
- Downtown Inglewood
- Westchester/Veterans
- Aviation/Century

Metro Crenshaw/LAX LRT Line will provide three stations in the City of Inglewood. They include the Fairview Heights Station located near the intersection of Florence Avenue and West Boulevard, the Downtown Inglewood Station located near the intersection of Florence Avenue and La Brea Avenue, and the Westchester/Veterans Station located near the intersection of Florence Avenue and Hindry Avenue.

TABLE 7
SUMMARY OF SOCIO-ECONOMIC DATA
ADJUSTED BASELINE CONDITIONS

Area	Population	Households	Employment
Model Area [1]	17,467,069	5,669,507	7,554,671
City of Inglewood	117,688	38,958	37,763

[1] The Model Area includes most of Los Angeles County including the City of Inglewood within the SCAG RTP regional model structure accounting for all trips simulated in the focused Inglewood Travel Demand Forecasting Model.

With the inclusion of the Metro Crenshaw/LAX LRT Line in the model, passengers from the Metro's Downtown Inglewood Station are able to connect through a proposed ITC station near the intersection of Florence Avenue and Market Street for the Adjusted Baseline with the ITC Project scenario model simulations.

ADJUSTED BASELINE DAILY TRAFFIC CONDITIONS

Utilizing the updated socio-economic/demographic data and the transportation network detailed above, the ITDF model simulations were conducted to obtain Adjusted Baseline daily traffic volume forecasts and vehicle-miles traveled (VMT) estimates.

Adjusted Baseline Non-Event without Project Traffic Conditions

Table 8 presents the projected weekday daily traffic volumes along all the analyzed street segments in the study area for Adjusted Baseline (non-event) conditions without and with the proposed ITC Project. These daily traffic volumes were estimated using the model output on each of the individual segments of each of the arterials (major and minor) and collector streets within the study area. As indicated in the table, under Adjusted Baseline without ITC Project conditions, daily traffic volumes along some of the key corridors within the study area range between approximately 29,250 to 38,950 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 18,820 to 36,750 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 33,190 to 43,165 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Adjusted Baseline Non-Event with ITC Project Traffic Conditions

Table 8 also includes a summary of Adjusted Baseline with ITC Project weekday daily traffic volume forecasts. With implementation of the ITC Project, daily traffic volumes have been projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and Century Boulevards within the Study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with the implementation of the ITC Project.

TABLE 8
WEEKDAY DAILY TRAFFIC VOLUMES
ADJUSTED BASELINE WITHOUT AND WITH ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Adjusted Baseline without ITC Project	Adjusted Baseline with ITC Project
NORTH/SOUTH STREETS					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	20,985	20,913
		Florence Av	Manchester Bl	24,680	24,626
		Manchester Bl	Spruce Av/Market St	19,362	19,350
		Spruce Av/Market St	Arbor Vitae St	24,983	24,917
		Arbor Vitae St	Hardy St	28,805	28,712
		Hardy St	Century Bl	29,976	29,899
Hawthorne Bl	Major Arterial	Century Bl	104th St	43,055	42,983
		104th St	Lennox Bl	48,207	48,135
Prairie Av	Major Arterial	Florence Av	Regent St	22,089	21,923
		Regent St	Manchester Bl	22,157	21,983
		Manchester Bl	Pincay Dr/Kelso St	29,251	28,942
		Pincay Dr/Kelso St	Arbor Vitae St	38,953	38,434
		Arbor Vitae St	Hardy St	32,546	32,021
		Hardy St	97th St	34,953	34,365
		97th St	Century Bl	34,953	34,365
		Century Bl	102nd St	31,452	31,011
		102nd St	104th St	31,954	31,531
		104th St	Lennox Bl	32,563	32,179
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	23,668	23,596
		Manchester Bl	Pincay Dr/90th St	26,291	26,207
		Pincay Dr/90th St	Arbor Vitae St	32,019	31,906
		Arbor Vitae St	Hardy St	30,872	30,742
		Hardy St	Century Bl	31,682	31,535
		Century Bl	104th St	27,528	27,462
Market St	Minor Arterial	Florence Av	Regent St	3,219	3,211
		Regent St	Manchester Bl	7,790	7,740
Myrtle Av	Collector	Arbor Vitae St	Hardy St	3,881	3,825
Doty Av	Collector	Century Bl	104th St	5,557	5,453
Yukon Av	Collector	Century Bl	104th St	10,443	10,213
Locust St	Collector	Florence Av	Manchester Bl	3,728	3,691
EAST/WEST STREETS					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	25,766	25,653
Florence Av	Major Arterial	Fir Av	La Brea Av	16,835	16,835
		La Brea Av	Market St	21,042	21,035
		Market St	Centinela Av	24,496	24,480
		Centinela Av	Prairie Av	40,740	40,667
		Prairie Ave	West Bl	40,093	40,012
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	21,435	21,325
		La Brea Av	Market St	21,733	21,623
		Market St	Locust St	18,821	18,730
		Locust St	Hillcrest Bl	20,190	20,117
		Hillcrest Bl	Spruce Av	24,505	24,358
		Spruce Av	Prairie Av	28,735	28,505
		Prairie Av	Kareem Ct	31,974	31,799
		Kareem Ct	Crenshaw Dr	36,748	36,517
		Crenshaw Dr	Crenshaw Bl	27,895	27,749
		Crenshaw Bl	Van Ness Av	31,211	31,071
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	13,751	13,640
		La Brea Av	Myrtle Av	9,251	9,159
		Myrtle Av	Prairie Av	8,426	8,386
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	50,609	50,460
		La Brea Av/Hawthorne Bl	Myrtle Av	41,279	41,101
		Myrtle Av	Freeman Av	37,897	37,752
		Freeman Av	Prairie Av	33,189	33,041
		Prairie Av	Doty Av	41,073	40,727
		Doty Av	HP Casino Dr	42,370	42,010
		HP Casino Dr	Yukon Av	42,370	42,010
		Yukon Av	Club Dr	41,153	40,771
		Club Dr	Crenshaw Bl	43,164	42,722
		Crenshaw Bl	Van Ness Av	36,633	36,384
Regent St	Collector	Grevillea Av	La Brea Av	5,199	5,177
		La Brea Av	Market St	16,175	16,041
		Market St	Prairie Ave	8,199	8,149
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	8,701	8,656
		La Brea Av	Market St	7,287	7,241
		Market St	Nutwood St / Locust St	9,060	8,975
		Nutwood St / Locust St	Manchester Bl	5,018	5,014
		Manchester Bl	Florence Av	7,946	7,878
Spruce Av	Collector	La Brea Av	Manchester Av	2,959	2,922
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	5,592	5,562
		Prairie Av	Kareem Ct	19,138	18,971
		Kareem Ct	Crenshaw Bl	14,364	14,253
Hardy St	Collector	La Brea Av	Prairie Ave	4,736	4,612
104th St	Collector	Grevillea Av	Hawthorne Bl	6,859	6,856
		Hawthorne Bl	Prairie Ave	4,102	4,100
		Prairie Av	Doty Av	3,581	3,571

ADJUSTED BASELINE CONDITIONS NON-EVENT DAILY VMT ANALYSIS

An evaluation of the reduction in vehicle miles traveled (VMT) due to the proposed ITC Project has been prepared for Adjusted Baseline conditions. The weekday daily VMTs were calculated for all trips to and from the City of Inglewood, and the results are summarized in Table 9.

As indicated in the table, the typical weekday non-event daily VMT in the City of Inglewood would be reduced by approximately 20,600 vehicle-miles of travel, with the implementation of the proposed ITC Project under Adjusted Baseline conditions.

ADJUSTED BASELINE CONDITIONS NON-EVENT ANNUAL VMT ANALYSIS

Annual VMT for the Adjusted Baseline conditions without and with the ITC Project scenarios were estimated. Based on the above typical weekday daily VMTs, annual VMTs were estimated by utilizing normalization parameters between weekdays and weekend days. The results are summarized in Table 10.

As shown, the annual VMT in the City of Inglewood would be reduced by approximately 6.56 million vehicle-miles with the implementation of the proposed ITC Project under Adjusted Baseline conditions.

ADJUSTED BASELINE – ITC PROJECT RIDERSHIP

As, discussed earlier, the ITC Project would provide mass-transit connectivity to the Crenshaw/LAX LRT line and the rest of the region's transit system, at the Market Street and Florence Avenue Station. Along the proposed alignment, the ITC Project would provide three stations located at the intersections of Market Street / Florence Avenue, Prairie Avenue / Pincay Drive and Prairie Avenue / Hardy Street.

TABLE 9
DAILY VEHICLE MILES TRAVELED (VMT)
ADJUSTED BASELINE WITHOUT AND WITH ITC PROJECT CONDITIONS

Scenario	Daily VMT	
	Without ITC	With ITC
Adjusted Baseline	3,132,256	3,111,690

TABLE 10
ANNUAL VEHICLE MILES TRAVELED (VMT)
ADJUSTED BASELINE WITHOUT AND WITH ITC PROJECT CONDITIONS

Scenario	Annual VMT	
	Without ITC	With ITC
Adjusted Baseline	998,811,287	992,253,218

Weekday (non-event) ITC ridership projections for Adjusted Baseline conditions were simulated using the latest SCAG Regional Model and Metro's Mode Split models including updates to SE databases and transit networks to reflect the Inglewood Transit Connector, as well as other transit network changes noted above. Table 11 provides a summary of the ITC Ridership under non-event conditions. As indicated in the table, the estimated (non-event) daily ITC ridership under Adjusted Baseline conditions is 2,126 daily passengers.

TABLE 11
SUMMARY OF ITC WEEKDAY DAILY RIDERSHIP
ADJUSTED BASELINE CONDITIONS

Scenario	Weekday Daily Ridership Non-Event
Adjusted Baseline Conditions	2,126

V. INGLEWOOD VENUES PROFILE OF EVENTS

This chapter includes an overview of the venues that would be served by the proposed ITC Project. The event types, number of events and estimated ITC ridership per event at each venue is discussed in the following sections of this chapter.

OVERVIEW OF EVENTS

The venues that would be served by the proposed ITC Project include the SoFi (NFL) Stadium, the 6,000-seat Performance Venue, the Forum, and the Inglewood Basketball and Entertainment Center (IBEC). The locations of these venues in relation to the ITC Project are shown in Figure 12. Table 12 provides an overview of event profiles including the event types, potential annual frequency and the maximum number of attendees and employees at each venue. As indicated in the table, there are a combined 421 events per year anticipated at all the venues.

It can be observed that the SoFi (NFL) Stadium would have approximately 20 NFL football games per year including regular season, pre-season and post-season with a maximum of 70,240 attendees and 6,000 employees per game. This facility would also host eight (8) mid-size events per year such as concerts or other sporting events with a maximum of 25,000 attendees and 2,000 employees per event. The Performance Arena which would have 75 concerts per year with a maximum of 6,000 attendees and 300 employees per concert. The Forum is an existing venue and generally has approximately 75 concerts per year with a maximum of 17,500 attendees and 1,120 employees per concert. The IBEC, with potentially 243 events per year, would host 49 NBA games including regular and potential playoff games with a maximum of 18,000 attendees and 1,320 employees per game; 35 other annual sporting events such as college basketball, boxing, professional wrestling with a maximum of 7,500 attendees and 480 employees per event; 23 concerts with a maximum of 9,500-18,500 attendees and 530-1,120 employees per concert; 20 family shows such as Disney on Ice, Harlem Globetrotters with a maximum of 8,500 attendees and 530 employees per show; and 116 smaller events per year including corporate/community events and plaza events with a maximum of 2,000-4,000 attendees and 25 employees per event.

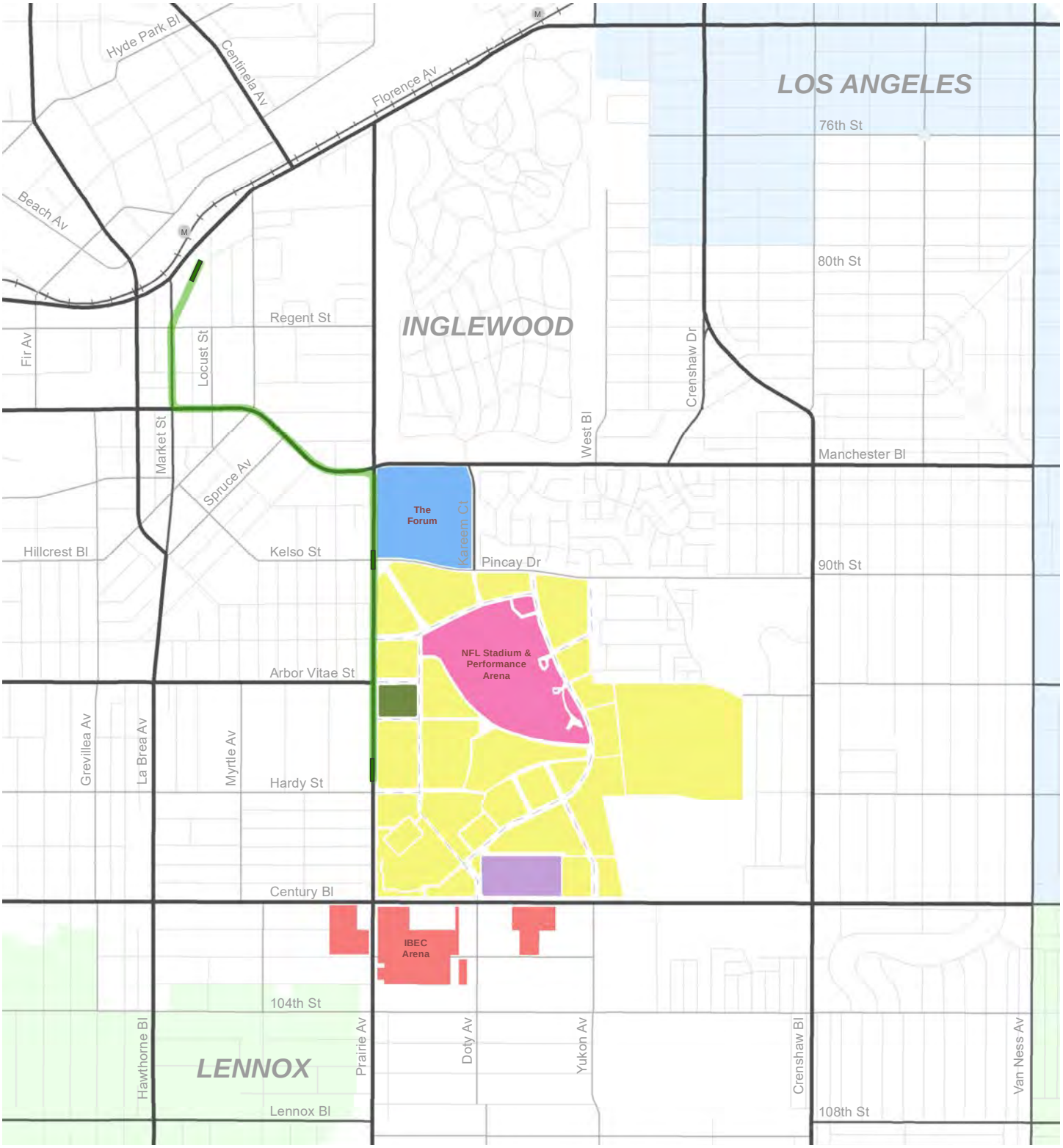


FIGURE 12
INGLEWOOD EVENT VENUES

RAJU Associates, Inc.

TABLE 12

OVERVIEW OF EVENT PROFILE AT INGLEWOOD VENUES [1]

Venue	Event Type	Number of Events / Year	Number of Attendees	Number of Employees
NFL Stadium	NFL Football Games	20	70,240	6,000
	Mid-size Events	8	25,000	2,000
	Performance Arena Concerts	75	6,000	300
The Forum	Concerts	75	17,500	1,120
IBEC	Clippers NBA Games	49	18,000	1,320
	Other Sporting Events	35	7,500	480
	Concerts (Large)	5	18,500	1,120
	Concerts (Medium)	8	14,500	795
	Concerts (Small)	10	9,500	530
	Family Shows	20	8,500	530
	Corporate / Community Events	100	2,000	25
	Plaza Events	16	4,000	25

[1] Source: Event type, number of events per year, number of attendees and employees from *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019.

SOFI (NFL) STADIUM AND PERFORMANCE ARENA EVENTS

The SoFi (NFL) Stadium and the Performance Arena are located within the Hollywood Park Specific Plan area bounded by Pincay Drive on the north, Century Boulevard on the south, Prairie Avenue on the west and residential uses on the east. Serving mainly as an NFL football stadium hosting the Los Angeles Rams and Los Angeles Chargers NFL games, the SoFi Stadium was opened in September 2020. The Performance Arena is expected to be completed and operational in 2021. SoFi Stadium provides 70,240 seats (expandable to up to 100,000 seats) while the Performance Arena proposes a 6,000-seat facility. A total of approximately 9,000 on-site parking spaces are provided for event-parking uses within the Hollywood Park Specific Plan area.

The event-types at the SoFi (NFL) Stadium and the Performance Arena include the following:

- NFL football games at the NFL Stadium
- Mid-size events at the NFL Stadium
- Concerts at the Performance Arena

THE FORUM EVENTS

The Forum is located on the northeast corner of Prairie Avenue and Pincay Drive. Serving as a music and entertainment venue, the Forum is used for concerts, eSports, family shows, film and commercial shoots, movie premieres, and product launches. The Forum has a 17,500-seat capacity. A total of approximately 2,500 on-site parking spaces are provided for event-parking uses at the Forum.

IBEC EVENTS

The recently approved Inglewood Basketball and Entertainment Center (IBEC) is located on the southeast corner of Prairie Avenue and Century Boulevard. IBEC is anticipated to be in operation by 2024. Serving as a sports and entertainment arena, IBEC will host the Los Angeles Clippers NBA team and its training facilities, ancillary uses and the Clippers home games; and be configured for other events such as sporting events, concerts, conferences, conventions, and

civic events. The arena provides 18,000 fixed seats with 500 additional seats for other sports or entertainment events. IBEC will provide a total of approximately 4,125 on-site parking spaces with three parking garages adjacent to the IBEC arena, including the following:

- South parking structure (arena site) – 650 parking spaces
- East parking structure (east transportation and hotel site) – 365 parking spaces
- West parking structure (west parking garage site) – 3,110 parking spaces

The parking spaces within the south parking structure as well as the east parking structure are dedicated to attendee parking. In the west parking structure, 550 parking spaces would be for attendee parking while 100 spaces would be reserved for employees when IBEC events are taking place.

The event-types at the IBEC include the following:

- Clippers NBA games
- Other sporting events
- Concerts (Large – 18,500 attendees)
- Concerts (Medium – 14,500 attendees)
- Concerts (Small – 9,500 attendees)
- Family shows
- Corporate / community events
- Plaza events

TRAVEL DEMAND MODEL FOR EVENTS

This section includes a discussion of the Event Travel Demand Model (ETDM). The ETDM model is a multi-step model utilizing a set of spreadsheet pivot tables based on the Metro's mode split model output including transit accessibility parameters. The ETDM utilizes event type, attendance and mode splits to provide estimates of ITC transit ridership, as well as modal trip generation estimates for use in generating vehicle trip assignments on the roadway network.

The specific event-day traffic conditions were simulated using trip generation estimates from the ETDM and a trip distribution profile developed in ArcGIS using actual data from event

attendees' zip-codes based on ticket sales or mobile source data. Details of the ITC effectiveness expressed in terms of VMT reduction and the expected travel characteristics for all the events by venue are attached in Appendix D.

EVENT ITC RIDERSHIP

The special events model was applied for each type of event at each of the venues to estimate ITC ridership, after the transit accessibility and mode splits were established. The special events model is similar to the "Events-Based Model" used in the *City of Champions (NFL) Focused Analysis of Transit Connection Study prepared by METRO and AECOM, July 2017*. The input data and some of the assumptions used in the model relative to the venue-based events have been updated and refined for use in this Study. The walk-access to transit was limited to two or fewer transfers, while the drive access to transit was limited to one or fewer transfers.

Table 13 provides a summary of the ITC ridership per event, daily and annually, under Future Opening Year (2026) conditions. A summary of ITC daily and annual ridership per event under Future Horizon Year (2045) conditions is included in Table 14. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase in ITC ridership and transit mode share compared to Future Opening Year (2026) conditions.

TABLE 13
ITC RIDERSHIP PER EVENT - FUTURE OPENING YEAR (2026) CONDITIONS

Venue/Event Type [1]	Number of Events/Year [1]	ITC Ridership per Event	Annual ITC Ridership
NFL Game	20	21,957	439,142
NFL - Mid-Size Event	8	9,850	78,797
Performance Arena - Concert	75	2,298	172,368
The Forum - Concert	75	6,793	509,443
IBEC - NBA Game	49	7,050	345,437
IBEC - Other Sporting Event	35	2,912	101,917
IBEC - Large Concert	5	7,159	35,793
IBEC - Medium Concert	8	5,581	44,644
IBEC - Small Concert	10	3,660	36,595
IBEC - Family Shows	20	3,295	65,894
IBEC - Corporate Events	100	739	73,884
IBEC - Plaza Events	16	1,469	23,497
TOTAL	421	-	1,927,411

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE 14
ITC RIDERSHIP PER EVENT - FUTURE HORIZON YEAR (2045) CONDITIONS

Venue/Event Type [1]	Number of Events/Year [1]	ITC Ridership per Event	Annual ITC Ridership
NFL Game	20	26,684	533,680
NFL - Mid-Size Event	8	11,837	94,694
Performance Arena - Concert	75	2,762	207,144
The Forum - Concert	75	8,163	612,226
IBEC - NBA Game	49	8,551	419,001
IBEC - Other Sporting Event	35	3,532	123,618
IBEC - Large Concert	5	8,601	43,007
IBEC - Medium Concert	8	6,705	53,643
IBEC - Small Concert	10	4,397	43,972
IBEC - Family Shows	20	3,959	79,175
IBEC - Corporate Events	100	888	88,776
IBEC - Plaza Events	16	1,765	28,233
TOTAL	421	-	2,327,168

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

VI. FUTURE OPENING YEAR (2026) CONDITIONS

This chapter describes and evaluates potential impacts related to traffic that could result from operation of the proposed ITC Project under Future Opening Year (2026) conditions. A description of the modeling process, information on relevant land-use/socio-economic data and related development projects, and a description of the transportation improvements affecting the modeled network is provided in this chapter. An evaluation of Future Opening Year 2026 conditions with NFL game and without and with the proposed ITC Project is addressed in this chapter. Finally, potential reductions in daily traffic volumes and vehicle-miles traveled (VMTs) due to the proposed ITC Project and the estimated ITC ridership are discussed in this chapter.

TRAVEL DEMAND ESTIMATION PROCESS – FUTURE OPENING YEAR (2026) CONDITIONS

The Inglewood Travel Demand Forecasting Model (ITDF) for Future Opening Year (2026) conditions was utilized to produce daily traffic forecasts and vehicle miles travelled (VMTs) estimates for weekday non-event conditions. The ITDF model was first updated to reflect changes in demographic/economic and transportation network characteristics based on the latest SCAG 2020-2045 RTP/SCS model-based socio-economic (SE) databases and network assumptions. Next, SE data growth associated with related projects identified in the area of influence of the study area was verified within the SE data and further updated where required. Additional special generator input such as LAX-related trip tables including the forecasted Million Annual Passengers (MAP-level) growth were also included in the ITDF in the overall estimation of travel demands under future opening year conditions.

The NFL-Game event-day traffic model under future opening year conditions was utilized to prepare the NFL game day event traffic forecasts. A sold-out NFL afternoon game event on a weekday at the NFL Stadium (70,240 attendees and 6,000 employees per game) was assumed in the model. The NFL-Game event-day VMT model was also used to estimate the NFL game event-generated VMT. Attendee and employee vehicle trips by private vehicles, transportation network company (TNCs), and shuttles to and from the parking facilities to the Stadium, were included in both the event traffic demand and VMT models.

Forecasts from the Future Opening Year (2026) ITDF model and NFL-Game event-day traffic model were aggregated to reflect event-day daily traffic volumes (ADTs) as well as the event-day daily VMTs under future opening year conditions.

FUTURE OPENING YEAR (2026) LAND USE AND SOCIO-ECONOMIC DATA ASSUMPTIONS

The project team, in consultation with the City of Inglewood and other surrounding jurisdictions, assembled a list of development projects. These related projects are development projects that are anticipated to be constructed and in operation prior to the opening year of the proposed Project. As stated earlier, the 2026 SE databases developed using SCAG 2020-2045 RTP/SCS based data were updated to account for growth from the list of recent related projects.

A total of 395 related projects were compiled for the study. The complete list of these projects, including project name, address, and type/size of land use, is shown in Appendix E. Of these related development projects, 74 are located in the City of Inglewood, 91 are within the City of Los Angeles to the east and west of the City of Inglewood, 73 are in the City of Culver City to the north, 120 are in the South Bay cities of El Segundo, Lawndale, Hawthorne and Gardena to the south and south-west, and 37 projects are located within the unincorporated area of the County of Los Angeles scattered in the neighboring areas.

Notable among these development projects within the City of Inglewood is Hollywood Park Specific Plan (HPSP) Phase 2. When combined with the baseline development in Phase 1, there will be a total of 890,000 square feet of retail space, approximately 4.03 million square feet of office space, 2,500 dwelling units and a 300-room hotel, in addition to the SoFi stadium and the Performance Venue. The land-use assumptions under HPSP Phase 2 are shown in Table 15.

A summary of the updated socio-economic data within the model area and City of Inglewood area under the future opening year (2026) conditions is shown in Table 16. As shown in the table, the primary SE data variables including population, households and employment within the City of Inglewood are estimated to be 152,774, 51,251 and 61,327, respectively, under future opening year conditions.

TABLE 15
HOLLYWOOD PARK SPECIFIC PLAN LAND USE ASSUMPTION
FUTURE OPENING YEAR (2026) CONDITIONS

Hollywood Park Specific Plan	Land Use
SoFi Stadium	70,240 seats
Performance Venue	6,000 seats
Retail	890,000 s.f.
Office	4,033,314 s.f.
Residential	2,500 d.u.
Hotel	300 rooms
Open Space	24.95 acres

Source: Trifiletti Consulting, Inc.

TABLE 16
SUMMARY OF SOCIO-ECONOMIC DATA
FUTURE OPENING YEAR (2026) CONDITIONS

Area	Population	Households	Employment
Model Area [1]	18,580,552	6,123,473	8,235,734
City of Inglewood	152,774	51,251	61,327

[1] The Model Area includes most of Los Angeles County including the City of Inglewood within the SCAG RTP regional model structure accounting for all trips simulated in the focused Inglewood Travel Demand Forecasting Model.

FUTURE OPENING YEAR (2026) TRANSPORTATION NETWORK ASSUMPTIONS

It is worth noting that the Metro Crenshaw/LAX LRT Line with eight new stations, which was included in the Adjusted Baseline conditions, is also included in the Future Opening Year (2026) conditions.

Updates shown in Table 17 were made to the highway network for future opening year conditions in/near City of Inglewood. These changes included any additional roadways and updates to the number of travel lanes in each direction for each of the four time periods (AM, MD, PM, NT).

FUTURE OPENING YEAR (2026) DAILY TRAFFIC CONDITIONS

Future Opening Year (2026) Non-Event Daily Traffic Volumes

Table 18 presents the estimated weekday daily traffic volumes along all the analyzed segments in the study area for non-event days under Future Opening Year (2026) conditions. As indicated in the table, under Future Opening Year (2026) without ITC Project conditions, daily traffic volumes along some of the key corridors within the study area range between approximately 35,050 to 42,100 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 19,290 to 45,910 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 41,770 to 51,780 daily vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Event-Only Daily Traffic Volumes

The Future Opening Year (2026) weekday event conditions analyzed in this study assumes a sold-out (70,240 persons) NFL football game at the Sofi Stadium. The development of daily traffic volumes estimates for the NFL Game Event involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

To estimate the NFL game day daily trip generation, the ETDM model was utilized with appropriate parameters for average vehicle occupancy and modal splits for attendees and employees. Table 19 summarizes the NFL Game daily trip (round trip) generation estimates. As indicated in the table, the NFL Game would generate approximately 27,500 daily trips.

TABLE 17
FUTURE OPENING YEAR (2026) CONDITIONS - HIGHWAY NETWORK UPDATES

Street	Location	# of Lanes/Direction				Comments
		AM	PM	MD	NT	
Aviation Bl	Century Bl to Arbor Vitae St	3	3	3	3	Provide one additional lane in each direction
La Cienega Bl	Imperial Hwy to Century Bl	3	3	2	2	Provide a 3rd NB travel lane during peak periods
	98th St to Arbor Vitae St (southbound only)	3	3	3	3	Provide a 3rd SB travel lane
Century Bl	Jetway Bl to Aviation Bl (eastbound only)	5	5	5	5	Provide one additional lane EB only
Arbor Vitae St	LAX/Crenshaw Line to La Cienega Bl	3	3	3	3	Provide one additional lane in each direction
	Airport Bl to LAX/Crenshaw Line (westbound only)	3	3	3	3	Provide one additional lane in WB direction only
Jetway Bl	Westchester Pkwy to 96th St	2	2	2	2	New street with 2 lanes per direction
	96th St to Century Bl	2	2	2	2	New street with 2-3 lanes per direction for the most part
94th St	Jetway Bl and Airport Bl	2	2	2	2	New street with 2 lanes per direction
Tuskegee Way	Imperial Hwy to 111th St	2	2	2	2	New street with 2 lanes per direction
Maintanance Dr	96th St to Arbor Vitae St	1	1	1	1	New street with 1 lane per direction
98th St	Jetway Bl to La Cienega Bl/I-405 SB Ramps	2	2	2	2	Improvements and extension of existing 98th St with 2 lanes per direction
Airport Bl	98th St to Arbor Vitae St (northbound only)	3	3	3	3	Add 1 lane per direction

TABLE 18
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2026) WITH EVENT WITHOUT ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes		
		From	To	Future Opening Year (2026) without ITC Project	Event-Only (NFL Game)	Future Opening Year (2026) with Event without ITC Project
NORTH/SOUTH STREETS						
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	26,068	154	26,222
		Florence Av	Manchester Bl	29,947	495	30,442
		Manchester Bl	Spruce Av/Market St	25,116	256	25,372
		Spruce Av/Market St	Arbor Vitae St	33,875	656	34,531
		Arbor Vitae St	Hardy St	32,511	919	33,430
		Hardy St	Century Bl	36,146	1,101	37,247
Hawthorne Bl	Major Arterial	Century Bl	104th St	53,430	808	54,238
		104th St	Lennox Bl	58,703	808	59,511
Prairie Av	Major Arterial	Florence Av	Regent St	24,703	1,266	25,969
		Regent St	Manchester Bl	24,014	1,266	25,280
		Manchester Bl	Pincay Dr/Kelso St	35,048	4,219	39,267
		Pincay Dr/Kelso St	Arbor Vitae St	40,114	2,468	42,582
		Arbor Vitae St	Hardy St	35,904	2,498	38,402
		Hardy St	97th St	42,089	4,979	47,068
		97th St	Century Bl	42,089	4,979	47,068
		Century Bl	102nd St	35,719	6,634	42,353
		102nd St	104th St	35,485	8,176	43,661
		104th St	Lennox Bl	35,558	8,177	43,735
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	27,442	1,913	29,355
		Manchester Bl	Pincay Dr/90th St	30,194	5,194	35,388
		Pincay Dr/90th St	Arbor Vitae St	37,585	7,396	44,981
		Arbor Vitae St	Hardy St	35,824	7,396	43,220
		Hardy St	Century Bl	37,131	7,396	44,527
		Century Bl	104th St	33,321	8,012	41,333
Market St	Minor Arterial	Florence Av	Regent St	4,524	0	4,524
		Regent St	Manchester Bl	9,367	0	9,367
Myrtle Av	Collector	Arbor Vitae St	Hardy St	4,636	0	4,636
Doty Av	Collector	Century Bl	104th St	10,014	208	10,222
Yukon Av	Collector	Century Bl	104th St	11,709	150	11,859
Locust St	Collector	Florence Av	Manchester Bl	5,015	620	5,635
EAST/WEST STREETS						
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	28,574	109	28,683
Florence Av	Major Arterial	Fir Av	La Brea Av	19,267	2,333	21,600
		La Brea Av	Market St	23,682	2,395	26,077
		Market St	Centinela Av	29,415	2,619	32,034
		Centinela Av	Prairie Av	45,468	2,728	48,196
		Prairie Ave	West Bl	46,152	1,462	47,614
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	24,747	5,330	30,077
		La Brea Av	Market St	24,856	5,317	30,173
		Market St	Locust St	19,290	5,317	24,607
		Locust St	Hillcrest Bl	23,657	5,045	28,702
		Hillcrest Bl	Spruce Av	30,214	5,045	35,259
		Spruce Av	Prairie Av	34,364	5,045	39,409
		Prairie Av	Kareem Ct	36,498	3,690	40,188
		Kareem Ct	Crenshaw Dr	45,912	3,963	49,875
		Crenshaw Dr	Crenshaw Bl	33,298	3,985	37,283
		Crenshaw Bl	Van Ness Av	35,831	4,242	40,073
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	16,328	34	16,362
		La Brea Av	Myrtle Av	13,820	685	14,505
		Myrtle Av	Prairie Av	11,954	685	12,639
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	61,101	7,553	68,654
		La Brea Av/Hawthorne Bl	Myrtle Av	49,246	7,340	56,586
		Myrtle Av	Freeman Av	46,461	7,341	53,802
		Freeman Av	Prairie Av	41,772	7,341	49,113
		Prairie Av	Doty Av	51,781	6,129	57,910
		Doty Av	HP Casino Dr	51,471	5,921	57,392
		HP Casino Dr	Yukon Av	51,716	5,921	57,637
		Yukon Av	Club Dr	48,164	5,893	54,057
		Club Dr	Crenshaw Bl	49,862	5,893	55,755
		Crenshaw Bl	Van Ness Av	42,507	3,755	46,262
Regent St	Collector	Grevillea Av	La Brea Av	7,490	0	7,490
		La Brea Av	Market St	18,874	0	18,874
		Market St	Prairie Ave	9,189	0	9,189
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	11,360	0	11,360
		La Brea Av	Market St	9,049	0	9,049
		Market St	Nutwood St / Locust St	10,715	400	11,115
		Nutwood St / Locust St	Manchester Bl	6,570	0	6,570
		Manchester Bl	Florence Av	10,256	0	10,256
Spruce Av	Collector	La Brea Av	Manchester Av	8,153	0	8,153
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	7,250	0	7,250
		Prairie Av	Kareem Ct	23,052	1,853	24,905
		Kareem Ct	Crenshaw Bl	18,805	9,033	27,838
Hardy St	Collector	La Brea Av	Prairie Ave	7,370	0	7,370
104th St	Collector	Grevillea Av	Hawthorne Bl	8,326	0	8,326
		Hawthorne Bl	Prairie Ave	5,152	0	5,152
		Prairie Av	Doty Av	6,823	0	6,823

TABLE 19
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL STADIUM FOOTBALL GAME
FUTURE OPENING YEAR (2026) CONDITIONS

NFL STADIUM FOOTBALL GAME WITHOUT PROJECT

	Persons	Auto				TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	
Attendees	70,240	83.4%	58,600	3.0	19,533	10.3%	7,225	2.4	3,010	22,543
Employees	6,000	93.0%	5,580	1.18	4,729	2.0%	120	1.18	102	4,831
Total	76,240	-	64,180	-	24,262	-	7,345	-	3,112	27,374

NFL STADIUM FOOTBALL GAME WITH ITC PROJECT

	Persons	Auto				TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	
Attendees	70,240	74.0%	51,997	3.0	16,232	10.3%	7,225	2.4	3,010	19,242
Employees	6,000	82.5%	4,952	1.18	4,196	2.0%	120	1.18	102	4,298
Total	76,240	-	56,949	-	20,428	-	7,345	-	3,112	23,540

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

The trip distribution for the NFL football game was based on Los Angeles Rams 2016 ticket sales data broken down by zip codes, as shown in Figure 13. The data presents origins of attendees for Rams games in 2016 by zip codes. This data was utilized to determine the overall generalized trip distribution by access corridor into the NFL Stadium. The shortest path methodology was utilized to find the path from the origin zip-codes to the NFL Stadium utilizing ArcGIS' network analyst extension. The resulting geographic distribution of the NFL game event- trips is summarized below:

- I-10 to and from the east: 4.1%
- I-10 to and from the west: 2.8%
- I-105 to and from the east: 33.0%
- I-105 to and from the west: 1.0%
- I-110 to and from the north: 12.3%
- I-110 to and from the south: 3.4%
- I-405 to and from the north: 24.5%
- I-405 to and from the south: 15.5%
- Local trips: 3.4%

On-site parking provided at SoFi Stadium as well as several city-owned parking facilities and local off-site parking facilities were assumed to provide additional parking for the event attendees and employees. Shuttle services between the off-site parking facilities and the NFL Stadium on event days were assumed to be operating at several parking facilities that are not within walking distance of the Stadium. Additionally, the City's intermodal transit facility, located at the southeast corner of Prairie Avenue and Arbor Vitae Street (at the City's Civic Center site) was assumed to be used for parking shuttle pick-ups and drop-offs during NFL game event.

Based on these distribution assumptions, points of access of on-site and off-site parking facilities, and trip generation estimates for an NFL Game, daily traffic estimates of NFL Game trips were developed. The NFL Game Event-Only daily traffic volumes are also presented in Table 18. It can be observed that the majority of the NFL event traffic would be on major arterials such as Century Boulevard, Prairie Avenue and Manchester Boulevard.

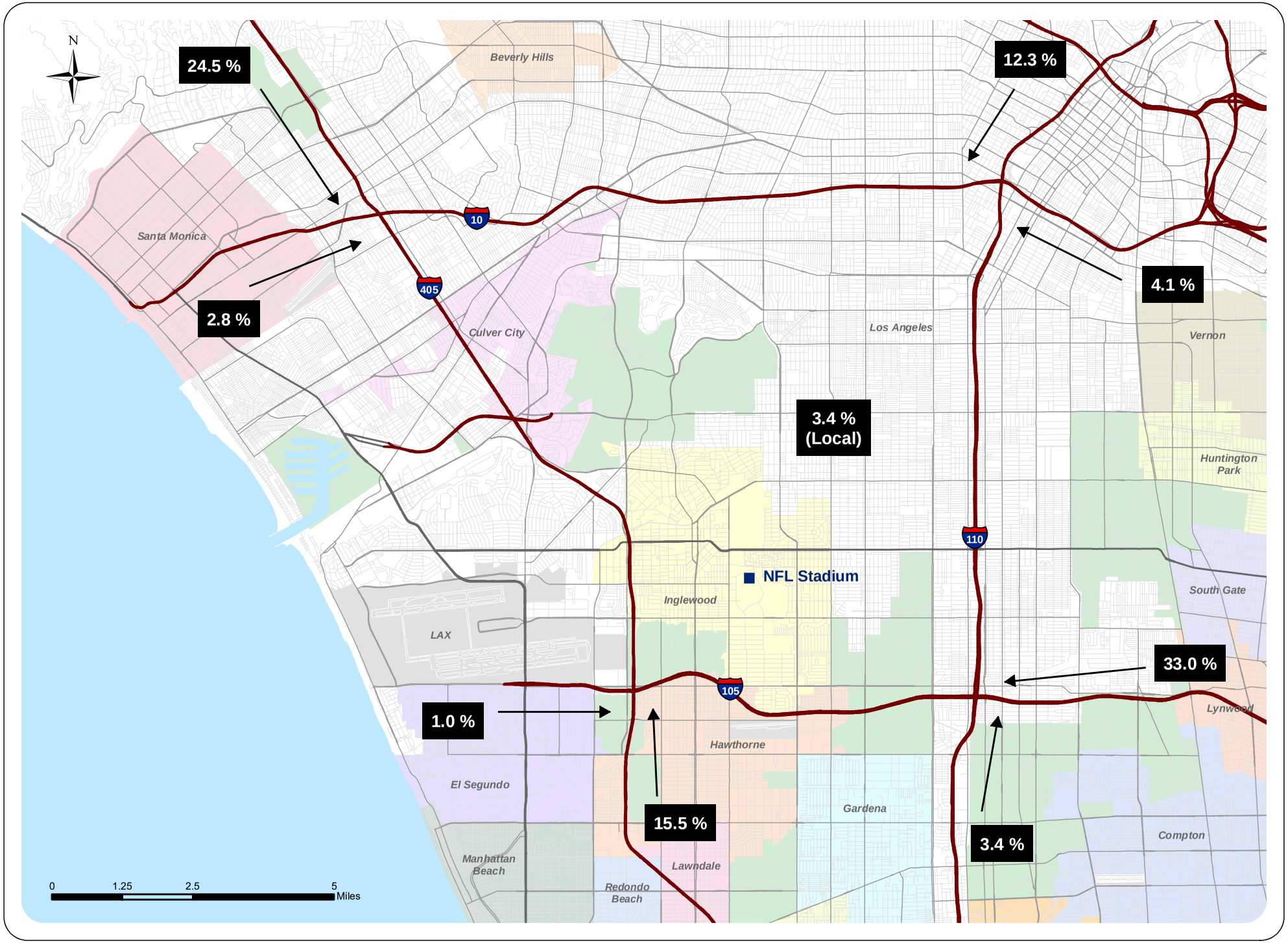


FIGURE 13
TRIP DISTRIBUTION FOR NFL STADIUM FOOTBALL GAME EVENT

RAJU Associates, Inc.

Future Opening Year (2026) with Event without Project Conditions

Future Opening Year (2026) non-event forecasted daily traffic volumes from the updated ITDF model were combined with a sold-out NFL Game Event-Only daily traffic volumes to obtain Future Opening Year (2026) with Event Day without ITC Project weekday daily traffic volumes. Table 18 presents Future Opening Year (2026) with Event Day weekday daily traffic volumes along all the analyzed segments in the study area.

Future Opening Year (2026) with Event and ITC Project Conditions

Weekday 2026 non-event conditions with the ITC Project were simulated using the updated ITDF and ETDM models, including updates to SE databases and transit networks to reflect the ITC Project as well as associated transit base-network changes and operational parameters.

NFL Game event day conditions with the ITC Project were simulated using a spreadsheet-based model based on the METRO's mode-split model and actual data related to the event attendees' zip-code information. Implementation of the ITC Project would result in the increase of transit mode share for the NFL Event attendees and employees and consequently would decrease the overall vehicular trip generation. The resulting mode splits and daily trip (round trip) generation estimates for an NFL Game with the proposed ITC Project are summarized in Table 19.

As indicated in the table, Future (2026) NFL game event conditions with the ITC Project, is estimated to generate approximately 23,540 daily trips. Utilizing the NFL Game trip distribution parameters discussed earlier and the estimated trip generation, the Future Opening Year (2026) NFL Event with ITC Project daily traffic volumes were developed.

Table 20 includes a summary of Future Opening Year (2026) with Event and ITC Project weekday daily traffic volumes. With implementation of the ITC Project, daily traffic volumes would decrease along these key corridors ranging between approximately 920 to 1,410 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 430 to 757 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,078 to 1,170 vehicle trips per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis with the implementation of the ITC Project.

TABLE 20
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2026) WITH EVENT AND ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2026) with Event without ITC Project	Future Opening Year (2026) with Event and ITC Project
NORTH/SOUTH STREETS					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	26,222	26,071
		Florence Av	Manchester Bl	30,442	30,271
		Manchester Bl	Spruce Av/Market St	25,372	25,261
		Spruce Av/Market St	Arbor Vitae St	34,531	34,267
		Arbor Vitae St	Hardy St	33,430	33,206
		Hardy St	Century Bl	37,247	36,971
Hawthorne Bl	Major Arterial	Century Bl	104th St	54,238	53,909
		104th St	Lennox Bl	59,511	59,183
Prairie Av	Major Arterial	Florence Av	Regent St	25,969	25,421
		Regent St	Manchester Bl	25,280	24,721
		Manchester Bl	Pincay Dr/Kelso St	39,267	38,222
		Pincay Dr/Kelso St	Arbor Vitae St	42,582	41,661
		Arbor Vitae St	Hardy St	38,402	37,385
		Hardy St	97th St	47,068	45,658
		97th St	Century Bl	47,068	45,659
		Century Bl	102nd St	42,353	41,025
		102nd St	104th St	43,661	42,197
		104th St	Lennox Bl	43,735	42,309
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	29,355	29,124
		Manchester Bl	Pincay Dr/90th St	35,388	34,954
		Pincay Dr/90th St	Arbor Vitae St	44,981	44,208
		Arbor Vitae St	Hardy St	43,220	42,466
		Hardy St	Century Bl	44,527	43,756
		Century Bl	104th St	41,333	40,488
Market St	Minor Arterial	Florence Av	Regent St	4,524	4,508
		Regent St	Manchester Bl	9,367	9,249
Myrtle Av	Collector	Arbor Vitae St	Hardy St	4,636	4,531
Doty Av	Collector	Century Bl	104th St	10,222	9,898
Yukon Av	Collector	Century Bl	104th St	11,859	11,591
Locust St	Collector	Florence Av	Manchester Bl	5,635	5,540
EAST/WEST STREETS					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	28,683	28,500
Florence Av	Major Arterial	Fir Av	La Brea Av	21,600	21,437
		La Brea Av	Market St	26,077	25,899
		Market St	Centinela Av	32,034	31,662
		Centinela Av	Prairie Av	48,196	47,718
		Prairie Ave	West Bl	47,614	47,434
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	30,077	29,464
		La Brea Av	Market St	30,173	29,560
		Market St	Locust St	24,607	24,099
		Locust St	Hillcrest Bl	28,702	28,174
		Hillcrest Bl	Spruce Av	35,259	34,613
		Spruce Av	Prairie Av	39,409	38,699
		Prairie Av	Kareem Ct	40,188	39,758
		Kareem Ct	Crenshaw Dr	49,875	49,118
		Crenshaw Dr	Crenshaw Bl	37,283	36,759
		Crenshaw Bl	Van Ness Av	40,073	39,534
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	16,362	16,113
		La Brea Av	Myrtle Av	14,505	14,149
		Myrtle Av	Prairie Av	12,639	12,379
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	68,654	67,671
		La Brea Av/Hawthorne Bl	Myrtle Av	56,586	55,489
		Myrtle Av	Freeman Av	53,802	52,717
		Freeman Av	Prairie Av	49,113	48,035
		Prairie Av	Doty Av	57,910	56,766
		Doty Av	HP Casino Dr	57,392	56,234
		HP Casino Dr	Yukon Av	57,637	56,472
		Yukon Av	Club Dr	54,057	52,937
		Club Dr	Crenshaw Bl	55,755	54,585
		Crenshaw Bl	Van Ness Av	46,262	45,553
Regent St	Collector	Grevillea Av	La Brea Av	7,490	7,451
		La Brea Av	Market St	18,874	18,684
		Market St	Prairie Ave	9,189	9,134
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	11,360	11,291
		La Brea Av	Market St	9,049	9,003
		Market St	Nutwood St / Locust St	11,115	11,026
		Nutwood St / Locust St	Manchester Bl	6,570	6,568
		Manchester Bl	Florence Av	10,256	10,153
Spruce Av	Collector	La Brea Av	Manchester Av	8,153	7,979
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	7,250	7,147
		Prairie Av	Kareem Ct	24,905	24,449
		Kareem Ct	Crenshaw Bl	27,838	26,921
Hardy St	Collector	La Brea Av	Prairie Ave	7,370	7,165
104th St	Collector	Grevillea Av	Hawthorne Bl	8,326	8,324
		Hawthorne Bl	Prairie Ave	5,152	5,140
		Prairie Av	Doty Av	6,823	6,780

FUTURE OPENING YEAR (2026) DAILY VMT ANALYSIS

An evaluation of the reduction in vehicle miles traveled (VMT) due to the proposed ITC Project was prepared for Future Opening Year (2026) with Event conditions without and with the ITC Project. The daily VMTs are calculated for with and without the proposed ITC Project, and for all trips to and from the City of Inglewood. The results are summarized in Table 21.

As shown, the weekday daily VMT would be reduced by approximately 227,739 vehicle-miles (4.3%) with the implementation of the proposed ITC Project under Future Opening Year (2026) with Event conditions.

FUTURE OPENING YEAR (2026) WITH EVENT – PROJECT RIDERSHIP

As, discussed earlier, the ITC Project would start at the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line's Downtown Inglewood Station, then travels south along Market Street, east on Manchester Boulevard, and south on Prairie Avenue where it is proposed to end at a location just north of Hardy Street. Along the proposed alignment, the ITC would provide three stations, including:

- Market Street / Florence Avenue Station
- Prairie Avenue / Pincay Drive Station
- Prairie Avenue / Hardy Street Station

The weekday Future Opening Year (2026) non-event conditions were simulated using the ITDF model with the latest Southern California Association of Governments (SCAG) 2020-2045 RTP/SCS Model SE databases and transit networks to reflect the Inglewood Transit Connector, as well as operational scenarios.

Table 22 provides a summary of the ITC Ridership under non-event conditions. As indicated in the table, the estimated non-event daily ridership under Future Opening Year (2026) conditions is 3,098 daily passengers.

TABLE 21
SUMMARY OF DAILY VMT WITHOUT AND WITH ITC PROJECT
FUTURE OPENING YEAR (2026) WITH EVENT CONDITIONS

Scenario	Daily VMT	
	Without ITC	With ITC
Future Opening Year (2026) Non-Event	3,906,593	3,874,725
NFL Game Event	1,368,495	1,172,624
Future Opening Year (2026) with Event	5,275,088	5,047,349

TABLE 22
SUMMARY OF ITC WEEKDAY DAILY RIDERSHIP
FUTURE OPENING YEAR (2026) CONDITIONS

Scenario	Weekday Daily Ridership	
	Non-Event	with NFL Event*
Future Opening Year 2026 Conditions	3,098	25,056

* Includes ridership associated with non-event weekday conditions.

The Future Opening Year (2026) with Event conditions includes a sold-out NFL football game at the SoFi Stadium. A sold-out NFL Game Event consist of 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. The event-day ITC ridership was estimated using a spreadsheet-based model based on Metro's mode-split model and actual data related to the NFL game attendees' zip-code information (as discussed in Chapter V). The NFL game attendees included information on ticket sales data. Table 22 also provides a summary of the ITC ridership under Future Opening Year (2026) with Event-Day conditions. As indicated in the table, the estimated daily ridership under Future Opening Year (2026) with Event (NFL) conditions is 25,056 daily passengers.

VII. FUTURE HORIZON YEAR (2045) CONDITIONS

This chapter describes and evaluates potential impacts related to traffic that could result from operation of the proposed ITC Project under Future Horizon Year (2045) conditions. A brief discussion of relevant information associated with the modeling process, land-use/socio-economic data, related development projects, and transportation improvements by year 2045 is presented. Future Horizon Year (2045) weekday non-event and event conditions without and with the proposed ITC Project are evaluated in this chapter. Project benefits including ITC ridership and potential reductions in daily traffic volumes and vehicle-miles traveled (VMTs) are summarized in this chapter.

TRAVEL DEMAND ESTIMATION PROCESS – FUTURE HORIZON YEAR (2045) CONDITIONS

The Inglewood Travel demand Forecasting Model (ITDF) for future horizon year (2045) conditions was utilized to produce forecasts of daily traffic volumes and vehicle miles travelled (VMTs) for typical weekday non-event conditions. The ITDF model was updated to reflect changes in demographic/socio-economic data and transportation network characteristics based on the latest SCAG 2020-2045 RTP/SCS based model data. Then, SE data growth associated with related projects identified in the area of influence of the study area was verified and updated, where needed. Additional special generator input such as LAX-related trip tables including projected MAP growth, consistent with the latest SCAG 2020-2045 RTP/SCS were also included in the ITDF to produce travel demands under future horizon year conditions.

The NFL-Game event-day traffic model under future horizon year conditions was developed to prepare the event traffic forecasts. A sold-out NFL afternoon game event on a weekday at the NFL Stadium (70,240 attendees and 6,000 employees per game) was assumed in the model. Metro's mode-split model was utilized along with the event day characteristics. The NFL-Game event-day VMT model was also used to estimate the event-generated VMT. Attendee and employee vehicle trips including private vehicles, transportation network company (TNCs) vehicles, and shuttles to and from the parking facilities to the Stadium, were included in both the event travel demand and VMT models.

Results from the Future Horizon Year (2045) updated ITDF model and NFL-Game event travel demand model were combined to reflect event-day daily traffic under future horizon year conditions. Similarly, results from the 2045 ITDF model and NFL-Game event VMT model were combined to reflect cumulative event-day daily VMT under future horizon year conditions.

FUTURE HORIZON YEAR (2045) LAND USE AND SOCIO-ECONOMIC DATA ASSUMPTIONS

The socio-economic (SE) data describing demographic and socio-economic characteristics within the model area, by Traffic Analysis Zones (TAZs) was updated based on the 2045 SE databases from the 2020 SCAG RTP/SCS Regional Model data. Development projects within the City of Inglewood and nearby jurisdictions have been advanced since the time the SE data input was developed by SCAG. The 2045 SE data was therefore updated to account for growth from the recent related projects. In addition to the list of development projects used under the Future Opening Year (2026) conditions, a significant development project within the City of Inglewood, the Hollywood Park Specific Plan (HPSP) Phase 2 was included in the SE databases used in the ITDF model for the future horizon year 2045 conditions. The HPSP Phase 2 land uses included are shown in Table 23. It has been assumed that by 2045, a total of 6.03 million square feet of office use would be in place in the overall HPSP area.

A summary of the updated SE data within the model area and City of Inglewood area under the future horizon year (2045) conditions is shown in Table 24. As shown, the primary SE data variables including population, households and employment within the City of Inglewood are estimated to be 165,618, 56,952 and 69,280, respectively, under Future Horizon Year (2045) conditions.

FUTURE HORIZON YEAR (2045) TRANSPORTATION NETWORK ASSUMPTIONS

The transportation network comprises the highway network and the transit network, as a major input to travel demand forecasting models. Consistent with the assumptions associated with the latest SCAG 2020-2045 RTP/SCS data, the transportation network under future horizon year conditions is based on updates to reflect changes in roadway and transit characteristics within the City of Inglewood and nearby areas by the year 2045.

TABLE 23
HOLLYWOOD PARK SPECIFIC PLAN LAND USE ASSUMPTION
FUTURE HORIZON YEAR (2045) CONDITIONS

Hollywood Park Specific Plan	Land Use
SoFi Stadium	70,240 seats
Performance Venue	6,000 seats
Retail	890,000 s.f.
Office	6,030,000 s.f.
Residential	2,500 d.u.
Hotel	300 rooms
Open Space	24.95 acres

Source: Trifiletti Consulting, Inc.

TABLE 24
SUMMARY OF SOCIO-ECONOMIC DATA
FUTURE HORIZON YEAR (2045) CONDITIONS

Area	Population	Households	Employment
Model Area [1]	20,556,880	6,941,056	9,422,780
City of Inglewood	165,618	56,952	69,280

[1] The Model Area includes most of Los Angeles County including the City of Inglewood within the SCAG RTP regional model structure accounting for all trips simulated in the focused Inglewood Travel Demand Forecasting Model.

All of the updates made in the Future Opening Year (2026) were utilized in the Future Horizon Year (2045) conditions. Additional updates made to the highway network for future horizon year conditions within or adjacent to the City of Inglewood include travel lane updates, as shown in Table 25.

FUTURE HORIZON YEAR (2045) DAILY TRAFFIC CONDITIONS

Future Horizon Year (2045) Non-Event Traffic Volumes

Table 26 presents the estimated daily traffic volumes along all the analyzed segments in the study area for non-event days under Future Horizon Year (2045) conditions. As indicated in the table, under Future Horizon Year (2045) without ITC Project conditions, daily traffic volumes along some of the key corridors within the study area range between 40,900 to 47,100 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 21,350 to 54,130 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 50,980 to 61,170 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Event-Only Daily Traffic Volumes

The Future Horizon Year (2045) with Event conditions was analyzed for weekday conditions assuming a sold-out (70,240 persons) NFL football game at Sofi Stadium. The NFL Game Event-Only daily traffic volumes are presented in Table 26. As indicated in the table, the highest traffic volumes are projected to occur along Prairie Avenue between Century Boulevard and Lennox Boulevard ranging from approximately 6,640 to 8,180 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Crenshaw Boulevard ranging from approximately 3,690 to 5,330 vehicles per day; along Century Boulevard between Grevillea Avenue and Crenshaw Boulevard ranging from approximately 5,895 to 7,555 vehicles per day and along Pincay Drive between Prairie Avenue and Crenshaw Boulevard ranging from 1,855 to 9,035 vehicles per day.

TABLE 25
FUTURE HORIZON YEAR (2045) CONDITIONS - HIGHWAY NETWORK UPDATES

Facility	Location	# of Additional Lanes				Comments
		AM	PM	MD	NT	
I-405 Freeway	El Segundo / I-405 NB On-Ramp to Imperial Hwy / I-405 NB Off-Ramp	+ 1	+ 1	+ 1	+ 1	Add an auxiliary lane along NB I-405
	Imperial Hwy / I-405 NB Off-Ramp	+ 1	+ 1	+ 1	+ 1	Widen the off-ramp to two lanes

TABLE 26
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2045) WITH EVENT WITHOUT ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes		
		From	To	Future Opening Year (2045) without ITC Project	Event-Only (NFL Game)	Future Opening Year (2045) with Event without ITC Project
NORTH/SOUTH STREETS						
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	29,707	154	29,861
		Florence Av	Manchester Bl	33,429	495	33,924
		Manchester Bl	Spruce Av/Market St	28,812	256	29,068
		Spruce Av/Market St	Arbor Vitae St	39,111	656	39,767
		Arbor Vitae St	Hardy St	38,433	919	39,352
		Hardy St	Century Bl	43,426	1,101	44,527
Hawthorne Bl	Major Arterial	Century Bl	104th St	64,291	808	65,099
		104th St	Lennox Bl	70,736	808	71,544
Prairie Av	Major Arterial	Florence Av	Regent St	27,937	1,266	29,203
		Regent St	Manchester Bl	25,825	1,266	27,091
		Manchester Bl	Pincay Dr/Kelso St	40,869	4,219	45,088
		Pincay Dr/Kelso St	Arbor Vitae St	45,168	2,468	47,636
		Arbor Vitae St	Hardy St	42,036	2,498	44,534
		Hardy St	97th St	47,095	4,979	52,074
		97th St	Century Bl	47,095	4,979	52,074
		Century Bl	102nd St	41,326	6,634	47,960
		102nd St	104th St	41,325	8,176	49,501
		104th St	Lennox Bl	40,786	8,177	48,963
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	31,658	1,913	33,571
		Manchester Bl	Pincay Dr/90th St	34,743	5,194	39,937
		Pincay Dr/90th St	Arbor Vitae St	44,421	7,396	51,817
		Arbor Vitae St	Hardy St	41,772	7,396	49,168
		Hardy St	Century Bl	43,057	7,396	50,453
		Century Bl	104th St	38,858	8,012	46,870
Market St	Minor Arterial	Florence Av	Regent St	5,650	0	5,650
		Regent St	Manchester Bl	10,690	0	10,690
Myrtle Av	Collector	Arbor Vitae St	Hardy St	6,099	0	6,099
Doty Av	Collector	Century Bl	104th St	10,781	208	10,989
Yukon Av	Collector	Century Bl	104th St	12,673	150	12,823
Locust St	Collector	Florence Av	Manchester Bl	5,972	620	6,592
EAST/WEST STREETS						
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	32,315	109	32,424
Florence Av	Major Arterial	Fir Av	La Brea Av	23,989	2,333	26,322
		La Brea Av	Market St	28,866	2,395	31,261
		Market St	Centinela Av	35,369	2,619	37,988
		Centinela Av	Prairie Av	52,432	2,728	55,160
		Prairie Ave	West Bl	53,762	1,462	55,224
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	27,601	5,330	32,931
		La Brea Av	Market St	27,454	5,317	32,771
		Market St	Locust St	21,347	5,317	26,664
		Locust St	Hillcrest Bl	26,506	5,045	31,551
		Hillcrest Bl	Spruce Av	34,850	5,045	39,895
		Spruce Av	Prairie Av	39,325	5,045	44,370
		Prairie Av	Kareem Ct	42,068	3,690	45,758
		Kareem Ct	Crenshaw Dr	54,127	3,963	58,090
		Crenshaw Dr	Crenshaw Bl	39,039	3,985	43,024
		Crenshaw Bl	Van Ness Av	41,153	4,242	45,395
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	19,204	34	19,238
		La Brea Av	Myrtle Av	15,676	685	16,361
		Myrtle Av	Prairie Av	13,619	685	14,304
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	74,931	7,553	82,484
		La Brea Av/Hawthorne Bl	Myrtle Av	59,089	7,340	66,429
		Myrtle Av	Freeman Av	56,830	7,341	64,171
		Freeman Av	Prairie Av	50,981	7,341	58,322
		Prairie Av	Doty Av	61,167	6,129	67,296
		Doty Av	HP Casino Dr	59,955	5,921	65,876
		HP Casino Dr	Yukon Av	59,996	5,921	65,917
		Yukon Av	Club Dr	56,080	5,893	61,973
		Club Dr	Crenshaw Bl	58,157	5,893	64,050
		Crenshaw Bl	Van Ness Av	50,266	3,755	54,021
Regent St	Collector	Grevillea Av	La Brea Av	9,403	0	9,403
		La Brea Av	Market St	22,440	0	22,440
		Market St	Prairie Ave	10,836	0	10,836
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	14,013	0	14,013
		La Brea Av	Market St	10,783	0	10,783
		Market St	Nutwood St / Locust St	12,715	400	13,115
		Nutwood St / Locust St	Manchester Bl	7,663	0	7,663
		Manchester Bl	Florence Av	11,716	0	11,716
Spruce Av	Collector	La Brea Av	Manchester Av	9,550	0	9,550
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	8,763	0	8,763
		Prairie Av	Kareem Ct	26,669	1,853	28,522
		Kareem Ct	Crenshaw Bl	23,151	9,033	32,184
Hardy St	Collector	La Brea Av	Prairie Ave	8,330	0	8,330
104th St	Collector	Grevillea Av	Hawthorne Bl	10,400	0	10,400
		Hawthorne Bl	Prairie Ave	6,495	0	6,495
		Prairie Av	Doty Av	8,146	0	8,146

Future Horizon Year (2045) including Event without Project Conditions

Firstly, weekday 2045 non-event conditions without the ITC Project were simulated using the ITDF model updated to include the latest SCAG 2020-2045 RTP / SCS Model data and growth associated with related projects in the influence area.

Next, NFL Game event conditions without the ITC Project were simulated using the ETDM model based on the METRO's mode-split model and actual data related to the event attendees' zip-code information.

Future Horizon Year (2045) non-event forecasted daily traffic volumes from the updated ITDF model were combined with a sold-out NFL Game Event-Only daily traffic volumes without the ITC Project to obtain the cumulative Future Horizon Year (2045) with NFL Event without ITC Project weekday daily traffic volumes. Table 26 presents cumulative Future Horizon Year (2045) with NFL game event weekday daily traffic volumes along all the analyzed segments in the study area. As indicated in the table, daily traffic volumes along some of the key corridors within the study area range between approximately 44,530 to 52,075 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 26,665 to 58,090 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 58,320 to 67,295 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Future Horizon Year (2045) with Event and ITC Project Conditions

Weekday 2045 non-event conditions with the ITC Project were simulated using the ITDF model updated to include data from the latest SCAG 2020-2045 RTP / SCS Model and transit network including the ITC Project and associated operational scenarios.

NFL Game event with the ITC Project conditions were simulated using the ETDM model. Implementation of the ITC Project would result in the increase of transit mode share for the NFL Event attendees and employees, and consequently would decrease the overall vehicular trip generation. The resulting mode splits and vehicle daily trip (round trip) generation estimates for an NFL Game with the proposed ITC Project are summarized in also Table 27. As indicated in the table, with implementation of the ITC Project, approximately 22,294 trips due to the NFL Game would occur on a weekday daily basis.

TABLE 27
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL STADIUM FOOTBALL GAME
FUTURE HORIZON YEAR (2045) CONDITIONS

NFL STADIUM FOOTBALL GAME WITHOUT PROJECT

	Persons	Auto				TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	
Attendees	70,240	83.4%	58,600	3.0	19,533	10.3%	7,225	2.4	3,010	22,543
Employees	6,000	93.0%	5,580	1.18	4,729	2.0%	120	1.18	102	4,831
Total	76,240	-	64,180	-	24,262	-	7,345	-	3,112	27,374

NFL STADIUM FOOTBALL (RAMS) GAME WITH ITC PROJECT

	Persons	Auto				TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	
Attendees	70,240	70.9%	49,820	3.0	15,143	10.3%	7,225	2.4	3,010	18,153
Employees	6,000	79.4%	4,766	1.18	4,039	2.0%	120	1.18	102	4,141
Total	76,240	-	54,586	-	19,182	-	7,345	-	3,112	22,294

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

Utilizing the NFL Game trip distribution (as discussed earlier), this trip generation was assigned to the street system and combined with the weekday non-event conditions with the ITC Project to obtain the cumulative Future Horizon Year (2045) with Event and ITC Project weekday daily traffic volumes.

Table 28 includes a summary of the cumulative Future Horizon Year (2045) with Event and ITC Project weekday conditions daily traffic volumes. It can be observed that with implementation of the ITC Project, daily traffic volumes would decrease along key corridors. The decreases in daily traffic range between approximately 1,085 to 1,725 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 575 to 985 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,335 to 1,400 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis resulting in improved flow during the peak periods with the implementation of the ITC Project.

FUTURE HORIZON YEAR (2045) DAILY VMT ANALYSIS

An evaluation of the reduction in vehicle miles traveled (VMT) due to the proposed ITC Project has been prepared for Future Horizon Year (2045) with Event conditions without and with the ITC Project. The daily VMTs were calculated for both the 'without' and 'with' the proposed ITC Project including all trips to and from the City of Inglewood. The results are summarized in Table 29.

As shown in the table, the weekday VMT would be reduced by approximately 297,080 vehicle-miles (5.2%), with the implementation of the proposed ITC Project under cumulative Future Horizon Year (2045) with Event conditions.

FUTURE HORIZON YEAR (2045) WITH EVENT – PROJECT RIDERSHIP

Table 30 provides a summary of the ITC Ridership under non-event conditions. As indicated in the table, the estimated non-event daily ridership under Future Horizon Year (2045) conditions is 4,405 daily passengers.

TABLE 28
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2045) WITH EVENT AND ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2045) with Event without ITC Project	Future Opening Year (2045) with Event and ITC Project
NORTH/SOUTH STREETS					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	29,861	29,691
		Florence Av	Manchester Bl	33,924	33,726
		Manchester Bl	Spruce Av/Market St	29,068	28,933
		Spruce Av/Market St	Arbor Vitae St	39,767	39,457
		Arbor Vitae St	Hardy St	39,352	39,067
		Hardy St	Century Bl	44,527	44,175
Hawthorne Bl	Major Arterial	Century Bl	104th St	65,099	64,729
		104th St	Lennox Bl	71,544	71,176
Prairie Av	Major Arterial	Florence Av	Regent St	29,203	28,578
		Regent St	Manchester Bl	27,091	26,452
		Manchester Bl	Pincay Dr/Kelso St	45,088	43,797
		Pincay Dr/Kelso St	Arbor Vitae St	47,636	46,551
		Arbor Vitae St	Hardy St	44,534	43,270
		Hardy St	97th St	52,074	50,351
		97th St	Century Bl	52,074	50,351
		Century Bl	102nd St	47,960	46,268
		102nd St	104th St	49,501	47,616
		104th St	Lennox Bl	48,963	47,134
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	33,571	33,276
		Manchester Bl	Pincay Dr/90th St	39,937	39,384
		Pincay Dr/90th St	Arbor Vitae St	51,817	50,781
		Arbor Vitae St	Hardy St	49,168	48,179
		Hardy St	Century Bl	50,453	49,458
		Century Bl	104th St	46,870	45,757
Market St	Minor Arterial	Florence Av	Regent St	5,650	5,628
		Regent St	Manchester Bl	10,690	10,555
Myrtle Av	Collector	Arbor Vitae St	Hardy St	6,099	5,950
Doty Av	Collector	Century Bl	104th St	10,989	10,633
Yukon Av	Collector	Century Bl	104th St	12,823	12,530
Locust St	Collector	Florence Av	Manchester Bl	6,592	6,467
EAST/WEST STREETS					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	32,424	32,184
Florence Av	Major Arterial	Fir Av	La Brea Av	26,322	26,106
		La Brea Av	Market St	31,261	31,021
		Market St	Centinela Av	37,988	37,548
		Centinela Av	Prairie Av	55,160	54,598
		Prairie Ave	West Bl	55,224	55,012
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	32,931	32,122
		La Brea Av	Market St	32,771	31,961
		Market St	Locust St	26,664	25,981
		Locust St	Hillcrest Bl	31,551	30,842
		Hillcrest Bl	Spruce Av	39,895	39,043
		Spruce Av	Prairie Av	44,370	43,461
		Prairie Av	Kareem Ct	45,758	45,185
		Kareem Ct	Crenshaw Dr	58,090	57,104
		Crenshaw Dr	Crenshaw Bl	43,024	42,340
		Crenshaw Bl	Van Ness Av	45,395	44,701
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	19,238	18,983
		La Brea Av	Myrtle Av	16,361	15,972
		Myrtle Av	Prairie Av	14,304	14,017
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	82,484	81,243
		La Brea Av/Hawthorne Bl	Myrtle Av	66,429	65,075
		Myrtle Av	Freeman Av	64,171	62,818
		Freeman Av	Prairie Av	58,322	56,975
		Prairie Av	Doty Av	67,296	65,905
		Doty Av	HP Casino Dr	65,876	64,488
		HP Casino Dr	Yukon Av	65,917	64,527
		Yukon Av	Club Dr	61,973	60,638
		Club Dr	Crenshaw Bl	64,050	62,652
		Crenshaw Bl	Van Ness Av	54,021	53,173
Regent St	Collector	Grevillea Av	La Brea Av	9,403	9,356
		La Brea Av	Market St	22,440	22,222
		Market St	Prairie Ave	10,836	10,771
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	14,013	13,916
		La Brea Av	Market St	10,783	10,721
		Market St	Nutwood St / Locust St	13,115	12,997
		Nutwood St / Locust St	Manchester Bl	7,663	7,661
		Manchester Bl	Florence Av	11,716	11,586
Spruce Av	Collector	La Brea Av	Manchester Av	9,550	9,348
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	8,763	8,621
		Prairie Av	Kareem Ct	28,522	27,905
		Kareem Ct	Crenshaw Bl	32,184	30,935
Hardy St	Collector	La Brea Av	Prairie Ave	8,330	8,102
104th St	Collector	Grevillea Av	Hawthorne Bl	10,400	10,395
		Hawthorne Bl	Prairie Ave	6,495	6,477
		Prairie Av	Doty Av	8,146	8,093

TABLE 29
SUMMARY OF DAILY VMT WITHOUT AND WITH ITC PROJECT
FUTURE HORIZON YEAR (2045) WITH EVENT CONDITIONS

Scenario	Daily VMT	
	Without ITC	With ITC
Future Horizon Year (2045) Non-Event	4,293,802	4,256,626
NFL Game Event	1,368,495	1,108,591
Future Horizon Year (2045) with Events	5,662,297	5,365,217

TABLE 30
SUMMARY OF ITC WEEKDAY DAILY RIDERSHIP
FUTURE HORIZON YEAR (2045) CONDITIONS

Scenario	Weekday Daily Ridership	
	Non-Event	with NFL Event*
Future Horizon Year (2045) Conditions	4,405	31,089

* Includes ridership associated with non-event weekday conditions.

The Future Horizon Year (2045) with NFL Game Event conditions includes a sold-out event with 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. The event-day ITC ridership was estimated using the ETDM model. Table 30 provides a summary of the ITC ridership under Future Horizon Year (2045) with Event-Day conditions. As indicated in the table, the daily ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated at approximately 31,100 daily passengers.

VIII. CONSTRUCTION ANALYSIS

Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes of CEQA. This chapter addresses the effects associated with the construction of the ITC Project. The evaluation of construction effects focuses primarily on determining if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The construction analysis is provided for informational, non-CEQA purposes. A summary of the evaluation criteria, methodology and recommended actions is provided in this chapter. Descriptions of these elements including construction trips and construction haul routes are also provided in this chapter.

EVALUATION CRITERIA

The following set of evaluation criteria was utilized to determine if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The evaluation criteria that are considered to cause potential effects are based on the following factors:

Temporary transportation constraints:

- The potential locations of temporary street closures or closures of two or more travel lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing congestion levels on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures including pedestrian access to schools;
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary loss of access:

- The potential loss of pedestrian or bicycle circulation near a construction area;
- The potential loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
- The potential loss of on-street parking;
- The potential loss of pedestrian access to a transit station, stop, or facility;
- The availability of nearby vehicular or pedestrian access adjacent to construction areas for the various types of land uses;
- The potential interference of the Project construction activities to pedestrian routes to school.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The potential unavailability of existing bus stops or that existing service would be interrupted;
- The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes;
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service during/those day(s).

METHODOLOGY

The methodology for construction evaluation includes description of the physical setting, including classification of adjacent streets, on-street parking conditions, including bicycle parking, in the immediate vicinity of the construction project, a description of the land uses potentially affected by construction, and an inventory of existing transit lines, bus stops, transit stations, and transit facilities adjacent to the construction site(s). Additionally, a description of schools and associated pedestrian routes to schools adjacent to the construction areas are included and their effects, if any, are determined.

Review of proposed construction procedures/plans per the document, *Inglewood Transit Connector (ITC): Construction Scenarios for the Environmental Impact report, prepared by Pacifica Services, Inc., June 2020,* was conducted to determine whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.

- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation geometric hazards.

The results are then compared to the evaluation criteria to determine the level of effects of the ITC Project during construction.

CONSTRUCTION SEQUENCING/PHASING

The *Inglewood Transit Connector (ITC): Construction Scenarios for the Environmental Impact report, Pacifica Services, Inc., June 2020*, also provides details of the construction scenarios for the proposed ITC Project. The following summarizes the construction sequencing/phases and the anticipated timeframes.

Construction of the proposed Project would occur over approximately 45 months, from approximately 2022 through 2026. A brief summary description of these phases is provided below.

Phase 1 would include demolition of structures to accommodate the planned Market Street Station. This includes demolition of the commercial plaza at Market Street and Regent Street (existing CVS plaza), the commercial buildings at 500 and 501 E. Manchester Boulevard (existing Vons and gas station buildings), and the commercial building at 150 S. Market Street on the northeast corner of Manchester Boulevard and Market Street. Phase 1 will also include the start of construction of the Maintenance and Storage Facility (MSF); this construction would occur between approximately 2022 and 2023.

After demolition of these structures, the remaining asphalt flatwork areas at 500 E. Manchester Boulevard, the commercial plaza at Market Street and Regent Street and the commercial building at 150 S. Market Street will provide suitable space for construction staging, including but not limited to space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

Phase 1 would also include utility relocations and activities associated with cast-in-place (CIP) columns and slabs, and foundations for the MSF. Additional work in the area would occur in Phase 4 for the aerial construction of the elevated guideway and the Prairie Avenue/Hardy Street Station.

Phase 2 would include enabling the construction sequence of the guideway along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard. This phase would include, but not be limited to, demolition, utility relocations, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders, and the construction of the MSF. The second phase of construction would occur between approximately 2023 and 2025 (including site preparation, staging, and cleanup).

Phase 3 would include enabling the construction sequence of the guideway along Manchester Boulevard from Prairie Avenue to Market Street, and Market Street from Manchester Boulevard to Florence Avenue. The work would include, but not be limited to, an above-ground pedestrian access walkway to the Metro Crenshaw/LAX Line's Downtown Inglewood Station, property acquisitions, building demolition, utility relocation, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders. This phase includes site work completion to the MSF. The third phase of construction would occur between approximately 2024 and 2026 (including site preparation, staging, and cleanup).

Phase 4 would include enabling the completion of the aerial construction elements including the installation of the proposed Project's operations, track work, station platform equipment and systems, completion of the traction power substations, testing and commissioning of the APM trains, completion of all surface construction activities including, but not limited to, all electrical, mechanical and utilities energizations. Additional work in the area will commence in Phase 4 for the proposed Project installation, testing and commissioning of the system. The fourth phase of construction would occur between approximately 2025 and 2026 (including site preparation, staging, and cleanup).

Construction activities would occur from approximately 2022 to 2026. Construction activity would primarily occur over a 24 hour per day schedule with three shifts as follows:

- A morning shift from approximately 7:00 AM to 3:00 PM (Morning Shift),
- An evening shift from approximately 3:00 PM to 11:00 PM (Evening Shift), and/or
- A night shift from approximately 11:00 PM to 7:00 AM (Night Shift).

Combinations of these shifts would be referred to "Morning/Evening" or "Morning/Night." Other minimal construction work could occur during other hours at a reduced intensity. Delivery of construction materials would occur during the night shift, as would most lane closures. These shifts are intended to minimize effects to daily commuter traffic and potential event traffic.

Details of each of the construction phases including their specific effects on streets, transit, bicycle and pedestrian networks are provided in subsequent sections of this chapter.

ITC PROJECT PHASE 1 CONSTRUCTION ASSESSMENT

The construction activities associated with Phase 1 are provided under the 'Construction Sequencing/Phasing' section.

The location of the Phase 1 construction areas is shown in Figure 14. Phase 1 construction would occur at three different sites along the proposed APM alignment route including: 1. the Market Street Station at the southeast corner of the Market Street/Florence Avenue intersection, 2., the public parking lot at the southeast corner of the Manchester Boulevard/Market Street intersection and 3. the MSF structure at the southeast corner of the Manchester Boulevard/Hillcrest Boulevard intersection.

A description of the existing physical setting around each of these sites including vehicular, pedestrian, bicycle are transit circulation and accessibility are provided below.

1. Market Street Station Construction Area

Construction of the Market Street Station includes the demolition of the existing commercial building structures at the southeast corner of the intersection of Market Street/Florence Avenue. The construction area is bounded by Florence Avenue on the north, Regent Street on the south, Market Street on the west and Locust Street on the east.

Vehicle Circulation and On-Street Parking. A brief description of the potentially affected streets within the vicinity of the Market Street Station construction area follows:

- Florence Avenue is an east-west major arterial roadway. It provides two travel lanes in the westbound direction and two lanes in the eastbound direction with no parking on either side of the street. The Metro Crenshaw/LAX Line Downtown Inglewood Station is located on the north side of the Florence Avenue.

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Currently, there are 30 on-street metered parking spaces on the west side of the street and 14 on-street metered parking spaces on the east side of the street between Florence Avenue and Regent Street. The west side of the street is currently vacant/under construction.

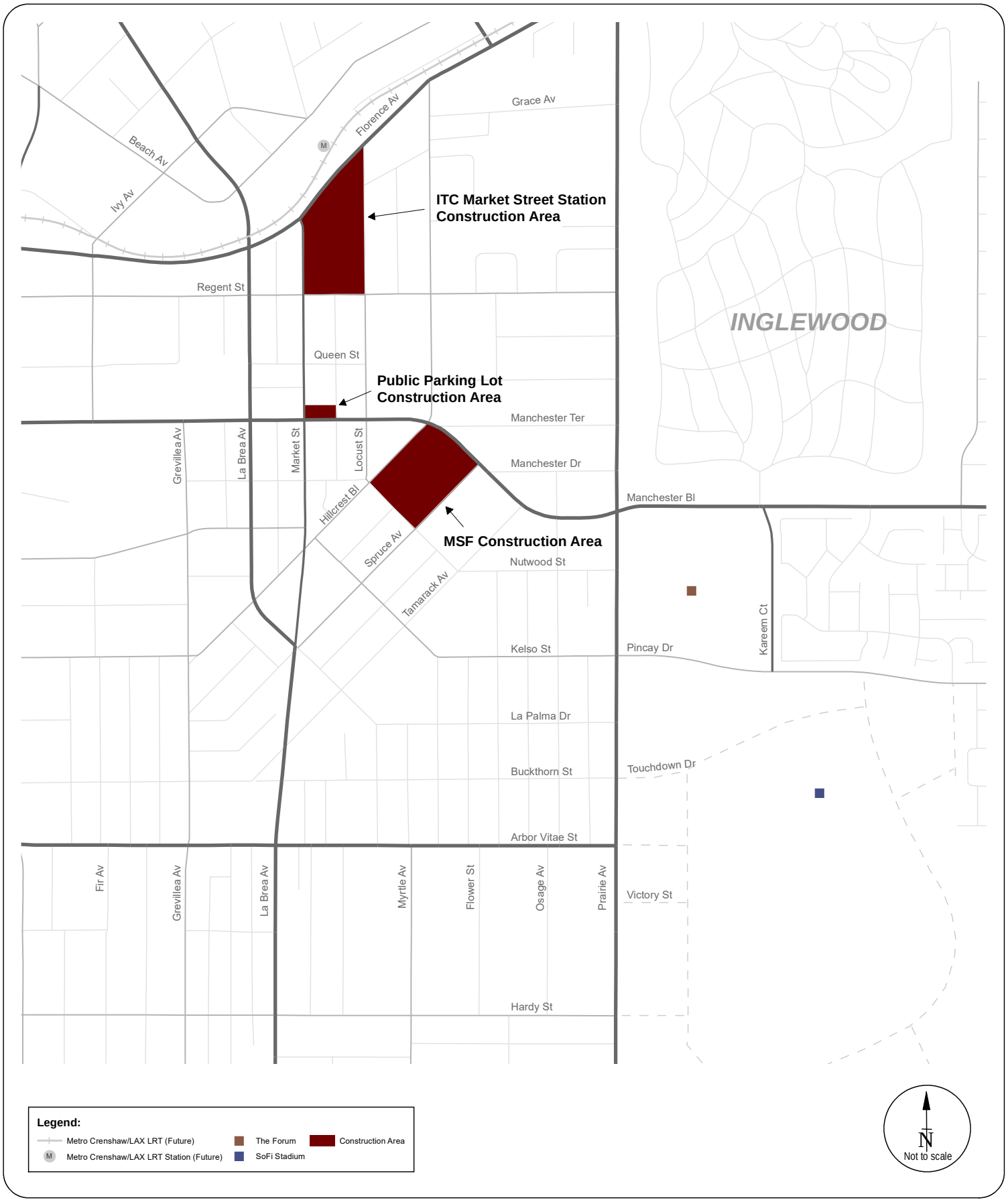


FIGURE 14
PHASE 1 CONSTRUCTION AREA

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- Regent Street is an east-west collector roadway. It provides one travel lane in each direction and a central-turn lane. Metered on-street parking is provided on both sides of the street. Between Market Street and Regent Street, there are 13 on-street metered parking spaces on the north side of the street and 10 on-street metered parking spaces on the south side of the street. Commercial and residential uses are on the south side of the street.

- Locust Street is a north-south roadway and is classified as a local road between Florence Avenue and Regent Street. It provides one travel lane in each direction. Both metered and non-metered on-street parking is provided on the west side of the street and non-metered on-street parking is provided on the east side of the Street. Currently, there are 8 metered on-street parking spaces and approximately 16 non-metered parking spaces on the west side of the street and approximately 33 non-metered parking spaces on the east side of the street. Commercial and residential uses are on the east side of the street.

The nearby adjacent intersections Market Street/Florence Avenue and Market Street/Regent Street currently operate at very good levels of service during the morning and evening peak hours. In the vicinity of the construction area, traffic flow along Florence Avenue, Market Street, Regent Street and Locust Street are generally not constrained and will continue to operate the same way during construction.

The proposed Phase 1 Construction procedures/plans do not include long-term closure of any travel lanes along these roadways during the duration of Phase 1 Construction. However, intermittent short-term curb lane closures potentially may occur. The Phase 1 Construction activities also potentially may result in the temporary removal of on-street parking spaces along the construction area frontages. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways to parcels along Market Street, Florence Avenue, Regent Street and Locust Street within the construction area will be maintained at all times during Phase 1 construction. Therefore, Phase 1 construction activities would not result in the loss of vehicular access to alleys, parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Florence Avenue, Market Street, Locust Street and Regent Street offering pedestrian access

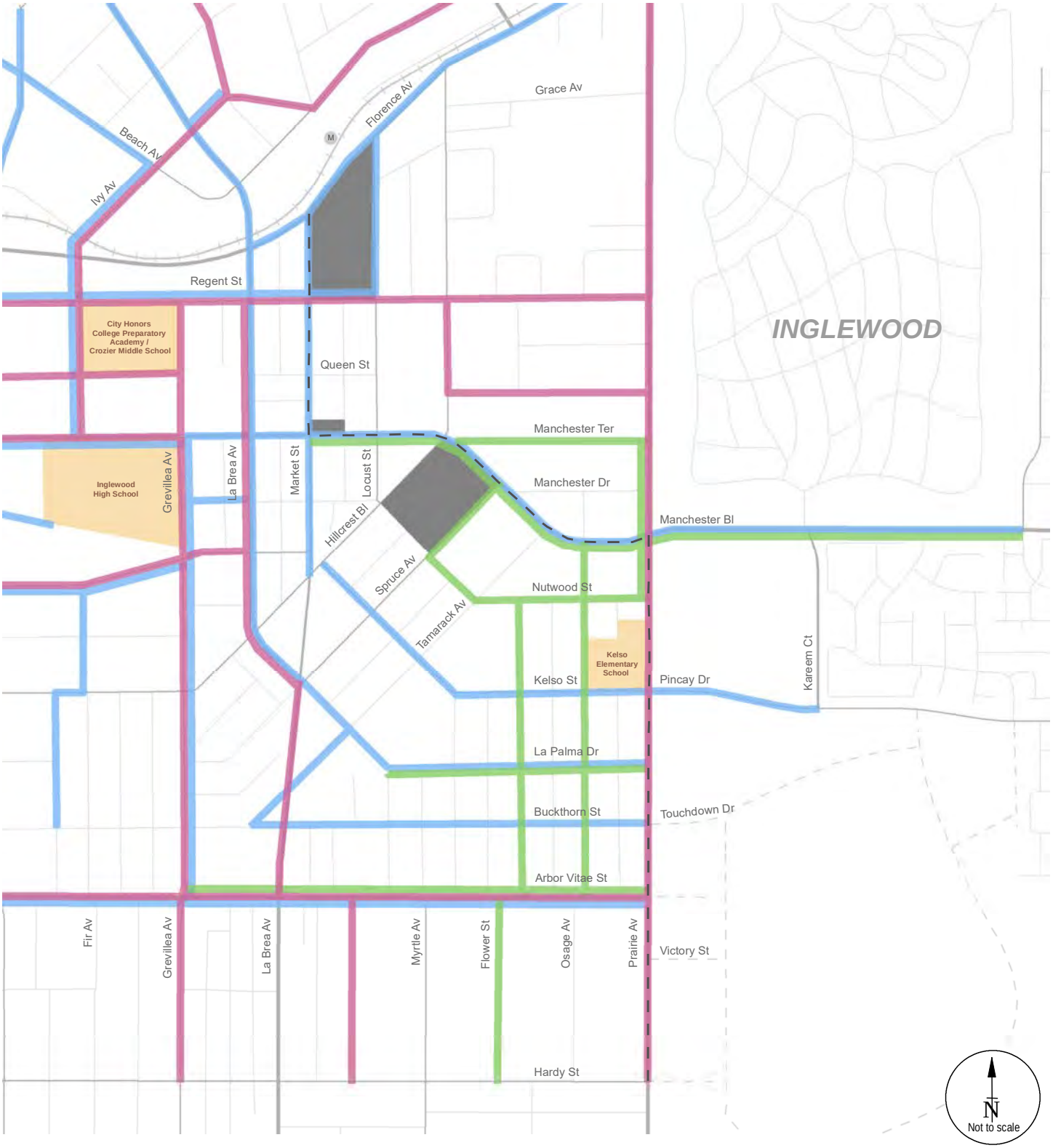
and circulation along construction area frontages. Pedestrian crosswalks within the construction area are available at adjacent intersections of Market Street/Florence Avenue, Market Street/Regent Street, Locust Street/Florence Avenue and Locust Street/Regent Street.

Figure 15 illustrates the common pedestrian routes to school (per the *Draft City of Inglewood Active Transportation & Safe Routes to School Master Plan)* that are in the vicinity of Phase 1 construction area. As shown in the figure, Florence Avenue, Market Street, Regent Street and Locust Street are designated as common pedestrian routes to school serving Inglewood High Sch School that is located on the southwest corner of the intersection of Grevillea Avenue/Manchester Boulevard. Additionally, Regent Street is also designated as common pedestrian route to school serving the City Honors College Preparatory Academy that is located on the southwest corner of Grevillea Avenue/Regent Street.

Sidewalks along the construction area's frontages generally will not be closed during Phase 1 construction. However, during certain construction activities (i.e., concrete pours), there may be potentially intermittent closure of the construction area's frontage sidewalks. Pedestrian access to buildings will be maintained at all times during Phase 1 construction. Stretches of sidewalks along the west side of Locust Street and north side Regent Street would be closed during construction of pick-up/drop-off areas. All existing crosswalk will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

As noted above, the pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. Northbound and southbound bike lanes are provided along Locust Street along the construction area's frontage. These bike lanes provide connectivity to the bike lanes/routes along Florence Avenue to the east. No bike parking is provided in the immediate vicinity of the Project construction. Additionally, there are no bicycle facilities located



* Common pedestrian routes to school based on Draft City of Inglewood Active Transportation & Safe to School Master Plan (2019)

FIGURE 15
COMMON PEDESTRIAN ROUTES TO SCHOOL

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along Market Street and Regent Street. Potential temporary closure of the southbound bicycle lane along Locust Street between Florence Avenue and Regent Street may occur due to Phase 1 construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 40, Line 111 and Rapid Bus 740 travel along this stretch of Florence Avenue. The Metro Crenshaw/LAX Line Station is located on the north side of the Florence Avenue. A bus stop serving Metro Bus Lines 40 and 111 is located on the south side of Florence Avenue, east of Market Street.

MTA Bus Lines 211 and 607 travel along Locust Street past the frontage of the construction area. A bus stop serving Metro Bus Lines 211 and 607 is located on the west side of Locust Street, south of Florence Avenue. A bus stop serving Metro Bus Line 211 is located on the east side of Locust Street, south of Grace Avenue. There are no bus routes traveling along Regent Street and Market Street within the vicinity of the affected construction area.

The bus stop on the west side of Locust Street serving MTA Bus Lines 211 and 607 and the bus stop on the south side of Florence Avenue serving MTA Bus Lines 40 and 111 may need to be temporarily relocated during certain construction activities. Therefore, coordination with the transit provider regarding the need to temporarily relocate these bus stops would be needed.

2. Public Parking Lot Construction Area

Phase 1 Construction also includes the demolition of commercial building located on the northeast corner of Manchester Boulevard and Market Street for the construction of a public surface parking lot. The construction area is bounded by an alley on the north, Manchester Boulevard on the south, Market Street on the west and an alley on the east.

Vehicle Circulation and On-Street Parking. A brief description of the streets and alleys within the vicinity of the construction area follows:

- An eastbound only one-way alley runs along the north side of the construction area. Six metered angled parking spaces are located on the north side of the alley. Additionally, a pedestrian walkway is provided to the north. Commercial uses are located north of the alley.

- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. Along the construction area frontage, it provides two travel lanes in each direction and no parking is allowed on either side of the street. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. Commercial uses are located on the south side of the street.

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Between Queen Street and Manchester Boulevard, there are 12 on-street metered parking spaces on the west side of the street and 11 on-street metered parking spaces on the east side of the street. Commercial uses are located on both sides of the street.

- A north-south only alley runs adjacent to the construction area on the east, providing access to parking for various parcels. There is no parking allowed in the alley. Commercial uses are located on the east side of the alley.

The nearby adjacent intersections Market Street/Manchester Boulevard and Locust Street/Manchester Boulevard currently operate at very good levels of service during the morning and evening peak hours. In the vicinity of the construction area, the traffic flow along Market Street and Manchester Boulevard are generally not constrained and will continue to remain the same during Phase 1 construction.

The proposed Phase 1 Construction procedures/plans do not include long-term closure of any travel lanes or sidewalks along these roadways during the duration of Phase 1 Construction. However, intermittent short-term curb lane closures potentially may occur. The Phase 1 Construction activities also potentially may result in the temporary removal of the on-street parking spaces along the Market Street construction area frontage. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways to parcels along Market Street, Manchester Boulevard within the construction area will be maintained at all times during Phase 1 construction. Therefore, Phase 1 construction activities would not result in the loss of vehicular access to alleys, parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Market Street and Manchester Boulevard offering pedestrian access and circulation along construction area frontages. Pedestrian crosswalks within the vicinity of the construction area are available at adjacent intersections of Market Street/Manchester Boulevard and Locust Street/Manchester Boulevard.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Phase 1 construction area. As shown in the figure, Manchester Boulevard is designated as common pedestrian route to school serving Kelso Elementary School that is located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Additionally, Market Street and Manchester Boulevard are also designated as common pedestrian routes to school serving Inglewood High School that is located on the southwest corner of Grevillea Avenue/Manchester Boulevard.

Sidewalks along the construction area's frontages generally will not be closed during Phase 1 construction. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard and Market Street. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Manchester Boulevard and Market Street are anticipated to occur due to Phase 1 construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Lines 115, 211, 212, and 607 travel along this stretch of Manchester Boulevard. A westbound bus stop serving these four bus lines is located on the north side of Manchester Boulevard, east of Market Street. MTA Bus Line 115 and 212 have an eastbound bus stop located on the south side of Manchester Boulevard near Market Street. There are no transit routes along this stretch of Market Street.

The bus stop on the north side of Manchester Boulevard, east of Market Street, serving MTA Bus Lines 115, 211, 212, and 607 may need to be temporarily relocated. Therefore, coordination with the transit provider regarding the need to temporarily relocate this bus stop would be required.

3. MSF Structure Construction Area

Construction of the MSF structure includes the demolition of the existing supermarket (Vons) building, gas station, and other buildings that would allow the construction of the MSF building and structure and Traction Power Substation (TPSS). The remaining asphalt flatwork area within the lot will provide suitable space for construction staging including but not limited to space for equipment storage, material staging and storage, temporary concrete batch plants, if needed, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration. The construction area is bounded by Manchester Boulevard on the north, Nutwood Street on the south, Hillcrest Boulevard on the west and Spruce Avenue on the east.

Vehicle Circulation and On-Street Parking. A brief description of the streets in the vicinity of the construction area follows:

- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the vicinity of the construction area (between Hillcrest Boulevard and Spruce Avenue), it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. There are 11 metered on-street parking spaces and one non-metered parking space provided on the north side of the street,

while no parking is allowed on south side of the street along the construction area frontage. Commercial uses are located on the north side of the street.

- Nutwood Street is a local roadway that runs diagonally in an east-west direction between Hillcrest Boulevard and Spruce Avenue. It provides one travel lane in each direction. No parking is allowed on the north side of the street along the construction area frontage, while there are approximately 14 non-metered on-street parking spaces provided on the south side of the street. In vicinity of the construction area, commercial and institutional uses are located on the south side of the street.

- Hillcrest Boulevard is classified as a collector roadway and runs diagonally in a northeast southwest direction. Between Manchester Boulevard and Nutwood Street, it provides two travel lanes in the northbound direction and one travel lane in the southbound direction with a raised landscaped median. There are 12 metered on-street parking spaces and two non-metered parking spaces on the west side of the street. No on-street parking is allowed on the east side of the street within this stretch, with the exception of a Metro bus layover. Commercial uses are located on the west side of the street.

- Spruce Avenue is classified as a collector roadway that also runs diagonally in a northeast-southwest direction. It provides one travel lane in each direction with on-street parking allowed on both sides of the street. There are approximately 20 on-street parking spaces on the west side of the street along the construction area frontage and approximately 16 (non-metered) on-street parking spaces provided on the east side of the street. Residential uses are located on the east side of the street.

The nearby adjacent intersections Hillcrest Boulevard/Manchester Boulevard and Spruce Avenue/Manchester Boulevard currently operate at every good levels of service during the morning and evening peak hours. In the vicinity of this construction area, the traffic flow along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street are generally not constrained, currently and would not be constrained during the Phase 1 construction.

The proposed Phase 1 Construction procedures/plans do not include long-term closure of any travel lanes along these roadways during the duration of Phase 1 Construction. However, intermittent short-term curb lane closures potentially may occur. The Phase 1 Construction activities also potentially may result in the temporary removal of the non-metered on-street parking spaces along the Spruce Avenue construction area frontage.

Phase 1 construction would not affect the vehicular driveways to parcels along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street within the construction area. Therefore, Phase 1 construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street offering pedestrian access and circulation commercial, residential and institutional uses. Pedestrian crosswalks within the construction area are available at adjacent signalized intersections of Hillcrest Boulevard/Manchester Boulevard and Spruce Avenue/Manchester Boulevard as well as an unsignalized pedestrian crossing along Hillcrest Boulevard at Nutwood Street.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of MSF construction area. As shown in the figure, Manchester Boulevard and Spruce Avenue are designated as common pedestrian routes to school serving Kelso Elementary School. Additionally, Manchester Boulevard is also designated as common pedestrian route to school serving the Inglewood High School.

Sidewalks along the construction area's frontages generally will not be closed during Phase 1 construction. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of

bicycle facilities along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street are anticipated to occur due to Phase 1 Construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Lines 115 and 212 travel along this stretch of Manchester Boulevard. Eastbound and westbound bus stops serving these bus lines are located on Manchester Boulevard, west of Hillcrest Boulevard. MTA Bus Line 212 short line turnaround loop travels southbound along Spruce Avenue, westbound along Nutwood Street and northbound along Hillcrest Boulevard.

No bus stops would be removed or relocated during the Phase 1 construction. Additionally, no transit bus rerouting would be required during Phase 1 Construction.

Phase 1 Construction – Analysis/Evaluation

The Phase 1 construction assessment identified no potential temporary transportation or bicycle constraints during construction. However, temporary loss of on-street parking along the Market Street Station, Public Parking Lot and MSF Structure construction area frontages is anticipated due to potential intermittent restrictions during the period of Phase 1 construction. Sidewalks along the frontages of the three construction areas may potentially be temporarily closed, although pedestrian access to buildings would be maintained at all times. Additionally, bus stops along the construction area frontages potentially may need to be relocate during certain construction activities. In order to address these Phase 1 construction effects, the following measure are recommended:

- Preparation of a detailed construction traffic management program
- Consultation with Inglewood's Parking Meters Division regarding revenue recovery costs for the loss of parking meter spaces
- Coordination of access with adjacent property owners and tenants.
- Coordination with Metro regarding maintenance of ADA access to Metro bus stops.
- Coordination with Metro regarding the need to temporarily close or relocate bus stops.
- Coordination with IUSD to provide appropriate information and alternative routes to school away from construction area during the period of construction

The construction traffic management program consisting of various element is detailed in the subsequent sections of this chapter.

ITC PROJECT PHASE 2 CONSTRUCTION ASSESSMENT

The Phase 2 construction activities are described under the 'Construction Sequencing/Phasing' section.

The location of the Phase 2 construction area including Prairie Avenue between Manchester Boulevard and Hardy Street, is shown in Figure 16. A description of the existing physical setting of the Phase 2 construction area including vehicular, pedestrian, bicycle and transit circulation and access is discussed below.

Phase 2 Construction - Vehicle Circulation and On-Street Parking

A brief description of the potentially affected streets in the vicinity of the Phase 2 construction area is provided below:

- Prairie Avenue is classified as a major arterial roadway that runs in a north-south direction across several jurisdictions. Within the construction area (between Manchester Boulevard and Hardy Street), Prairie Avenue generally provides three travel lanes in each direction with a central left-turn lane. No on-street parking is allowed on either side of the street along this stretch. Prairie Avenue provides access to the I-105 Freeway on the south. Commercial, residential and institutional uses are located on the west side of the street. The Forum, SoFi NFL Stadium and Hollywood Park Specific Plan uses including parking, retail, commercial office, hotel and apartments are located on the east side of the street.

- Hardy Street is an east-west collector roadway. It provides one travel lane in each direction. Within the vicinity of the construction area, on-street (non-metered) parking is provided on the north side of the street, while no parking is allowed on the south side of the street. Centinela Hospital Medical Center is located on the north side of the street, west of the construction area. Residential uses are primarily located on both sides of the street.

- Arbor Vitae Street is classified as a major arterial roadway that runs in an east-west direction. In the vicinity of the construction area, this roadway provides on travel lane in each direction. On-street (non-metered) parking is provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Buckthorn Street is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

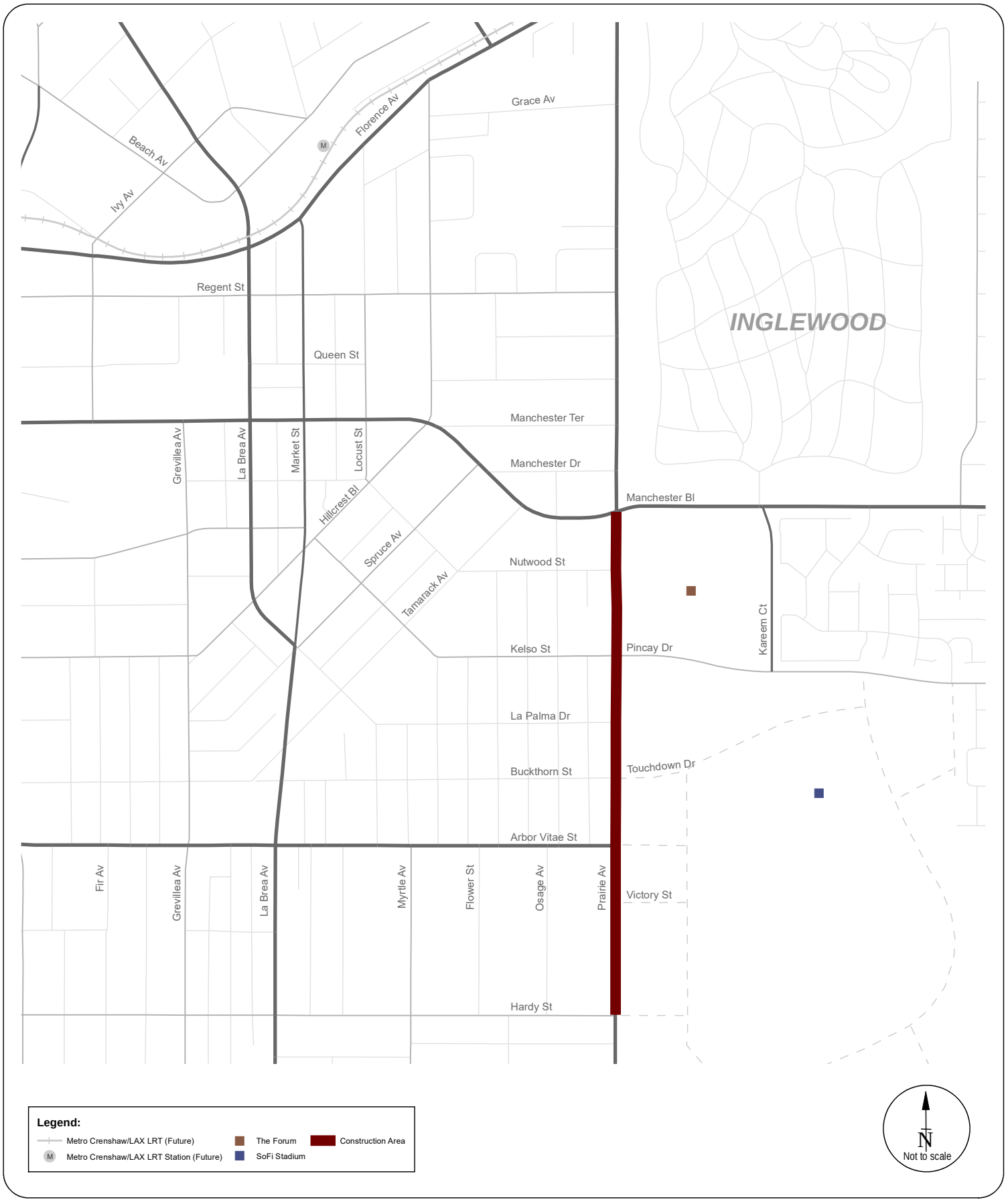


FIGURE 16
PHASE 2 CONSTRUCTION AREA

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- La Palma Drive is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Kelso Street is classified as a collector roadway, east of Prairie Avenue. In the vicinity of the construction area, this roadway runs in an east-west direction and provides one lane in each direction with on-street (non-metered) parking on both sides of the street. Kelso Elementary School is located on the northwest corner of the Prairie Avenue/Kelso Street intersection. Residential uses are primarily located on both sides of the street.

- Pincay Drive is classified as a collector roadway, east of Prairie Avenue. It terminates at Crenshaw Boulevard to the east, where the street name changes to 90th Street. It runs in an east-west direction and provides two lanes in each direction. In the vicinity of the construction area, on-street parking is not allowed on either side of the street. The Forum is located on the northside of the street and SoFi Stadium is located on the south side of the street. Residential uses are located on both sides of the street east of the Forum and SoFi Stadium.

- Nutwood Street is an east-west local roadway, west of Prairie Avenue, that provides one travel lane in each direction. In the vicinity of the construction area, on-street (non-metered) parking is provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the vicinity of the construction area, it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction with on-street parking not allowed on either side of the street. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. West of Prairie Avenue, commercial uses are located on both sides of the street. East of Prairie Avenue, a cemetery is located on the north side of the street and the Forum is located on the south side of the street.

The traffic flow along Prairie Avenue is generally not constrained south of Kelso Street-Pincay Drive within the construction area throughout the day when no events are occurring at the event venues. However, the intersection of Prairie Avenue at Manchester Boulevard is currently operating at a poor level of service during both the morning and evening peak hours. Additionally, the intersection of Prairie Avenue/Kelso Street-Pincay Drive is operating at a poor level of service during the evening peak hour.

The Phase 2 construction procedures/plans include the installation of a K-Rail system to delineate the construction area and includes approximately 22 feet of public ROW from the westerly face of curb, excluding sidewalks, along Prairie Avenue from Hardy Street to Manchester Boulevard. The 22-foot delineated area would span several foundations and columns to minimize the construction area into phased construction staging sections along Prairie Avenue. In other words, the 22-foot construction area would not span the entire length of Hardy Street to Manchester Boulevard at any given time, but rather in sections. This could result in the loss of two travel lanes in the southbound direction within the phased construction staging area. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction. Additionally, traffic control equipment at intersections within the construction areas at intersections would be maintained at all times.

Per Phase 2 construction procedures, once the work on the west side of the street is completed, the work would then switch to the east side of Prairie Avenue and install the K-rail system to delineate the construction area utilizing the setback area from Hardy Street to Manchester Boulevard. The staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Prairie Avenue. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak traffic direction during morning and evening peak periods. Additionally, traffic control equipment at intersections within the construction areas at intersections would be maintained at all times.

Another option to minimize traffic effects includes constructing the pavement on the east side of Prairie Avenue between Manchester Boulevard and Hardy Street; complete the Prairie Avenue roadway striping to move all traffic lanes to the east; complete construction of the ITC alignment components on the east side of Prairie Avenue all within the setback area along Prairie Avenue between Hardy Street and Manchester Boulevard; and finally complete construction of the ITC alignment components on the west side of the street. This would result in maintaining all travel lanes with minimal partial lanes closures.

Temporary full street closure along Prairie Avenue would be needed from a safety perspective, during aerial construction of the railway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements. During the formwork phase, traffic would not be allowed to pass underneath the structure. Also, during

formwork and concrete placement of the trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary.

To minimize traffic effects, temporary full closures would occur during off-peak late-night hours. Full street closure would be coordinated with the City of Inglewood and emergency response personnel. Detour route plans will be prepared and will be reviewed and approved by the City. Detour routes would not use residential streets unless authorized by the City and would include providing advance public notice would be disseminated in accordance with notification process required by the City. Additionally, Construction Staging Plans and Worksite Traffic Control Plans will be developed and designed to minimize traffic effects on residential streets. The contractor will coordinate with emergency providers (i.e. Centinela Hospital Medical Center) in the area to provide appropriate information and alternative routes from construction area during the period of construction.

Vehicular access to driveways to parcels along Prairie Avenue within the construction area will be maintained at all times. Therefore, Phase 2 construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street and therefore, Phase 2 construction activities would not result in the temporary loss of on-street parking spaces.

Phase 2 Construction - Pedestrian Circulation/Access

Sidewalks are provided on both sides of the street along Prairie Avenue offering pedestrian access and circulation to the adjacent commercial, residential and institutional uses. Pedestrian crosswalks are available at all the signalized intersections along Prairie Avenue between Manchester Boulevard and Hardy Street.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Phase 2 construction area. As shown in the figure, Prairie Avenue, Manchester Boulevard, La Palma Drive and Arbor Vitae Street are designated as common pedestrian routes to school serving Kelso Elementary School that is located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Inglewood High School, located on the southwest corner of Grevillea

Avenue/Manchester Boulevard, common pedestrian routes to school includes Prairie Avenue, Manchester Boulevard, La Palma Drive, Buckthorn Street and Arbor Vitae Street. Additionally, Prairie Avenue and La Palma Drive are also designated as common pedestrian routes to school serving the City Honors College Preparatory Academy that is located on the southwest corner of Grevillea Avenue/Regent Street.

Phase 2 construction includes removal of existing sidewalks as needed and includes new and/or temporary sidewalks. Existing sidewalks generally will be closed within construction area staging section. However, temporary pedestrian sidewalk canopies for the duration of the construction, in order to maintain pedestrian circulation would be provided. Temporary sidewalks shall meet all applicable safety standard including a minimum sidewalk width of five feet. Pedestrian access to buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. The contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by the construction. Additionally, the contractor would coordinate with the Forum and SoFi Stadium when crosswalks or sidewalks are closed due to construction.

As noted above, the pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the pedestrian common routes to school will not be affected by the construction activities. However, the contractor will coordinate with IUSD to provide appropriate information and alternative routes to school away from construction area during the period of construction.

Phase 2 Construction - Bicycle Circulation/Access

There are no bicycle facilities along Prairie Avenue or along any cross-streets within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Prairie Avenue would occur due to Phase 2 construction activities.

Phase 2 Construction - Transit Circulation/Access

An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 211 travels along Prairie Avenue, while MTA Bus Line 212 travels along Manchester Boulevard and Prairie Avenue in the vicinity of the construction area. Bus stops located at the corners of the intersections of Prairie Avenue/Manchester Boulevard, Prairie Avenue/Kelso Street, Prairie Avenue/Arbor Vitae Street, and Prairie Avenue/Hardy Street serve these bus lines. MTA Line 115 travels along Manchester Boulevard with a bus stop on the southwest corner of the intersection of Prairie Avenue/Manchester Boulevard.

The bus stops within the construction area potentially may need to be temporarily relocated. Coordination with transit providers regarding the need to temporarily relocate bus stops, and rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue. Full street closure would occur during late night hours.

It is not currently known, if these bus lines will continue to operate along the same routes, when the Metro Crenshaw/LAX Light Rail Transit (LRT) Line commences operation. If these bus lines area shortened, terminated or re-routed when the Crenshaw/LAX LRT Line commences operations, then no transit circulation/access may be affected.

Phase 2 Construction – Analysis/Evaluation

The Phase 2 construction assessment identified potential temporary transportation and transit constraints during construction. Also, sidewalks along the Prairie Avenue construction areas may potentially be temporarily closed, although pedestrian access to buildings would be maintained at all times. In order to address these Phase 2 construction effects, the following measures are recommended:

- Preparation of a detailed construction traffic management program
- Preparation of a detailed detour plan during temporary full street closures
- Modification or updates of construction procedures
- Restriction of major roadway obstructions/interferences to off-peak hours or late night-time periods
- Coordination with emergency service providers.

- Provision of potential alternative vehicular, bicycle, and/or pedestrian access to affected parcels, where feasible. Consultation with City of Inglewood if temporary closure of a travel lane may be necessary to maintain adequate pedestrian access as part of the traffic management plan.
- Coordination of access with adjacent property owners and tenants.
- Coordination with Metro and other transit provided regarding maintenance of ADA access to Metro bus stops.
- Coordination with Metro and other transit providers regarding the need to temporarily close or relocate bus stops or reroute transit service.
- Coordination with IUSD to provide appropriate information and alternative routes to school away from construction area during the period of construction

The detailed comprehensive construction traffic management program consisting of various elements is detailed in the subsequent sections of this chapter.

ITC PROJECT PHASE 3 CONSTRUCTION ASSESSMENT

The construction activities associated with Phase 3 are provided under the 'Construction Sequencing/Phasing' section.

The locations of the Phase 3 construction areas including Manchester Boulevard between Market Street and Prairie Avenue and Market Street between Florence Avenue and Manchester Boulevard, are shown in Figure 17.

A description of the existing physical setting of the Phase 3 construction areas including vehicular, pedestrian, bicycle and transit circulation and accessibility are provided below.

Phase 3 Construction Area – Manchester Boulevard

Vehicle Circulation and On-Street Parking. As stated earlier, Phase 3 construction includes enabling the construction sequence of the APM alignment components along Manchester Boulevard between Market Street and Prairie Avenue. A brief description of the potentially affected streets within the vicinity of the Phase 3 construction area follows:

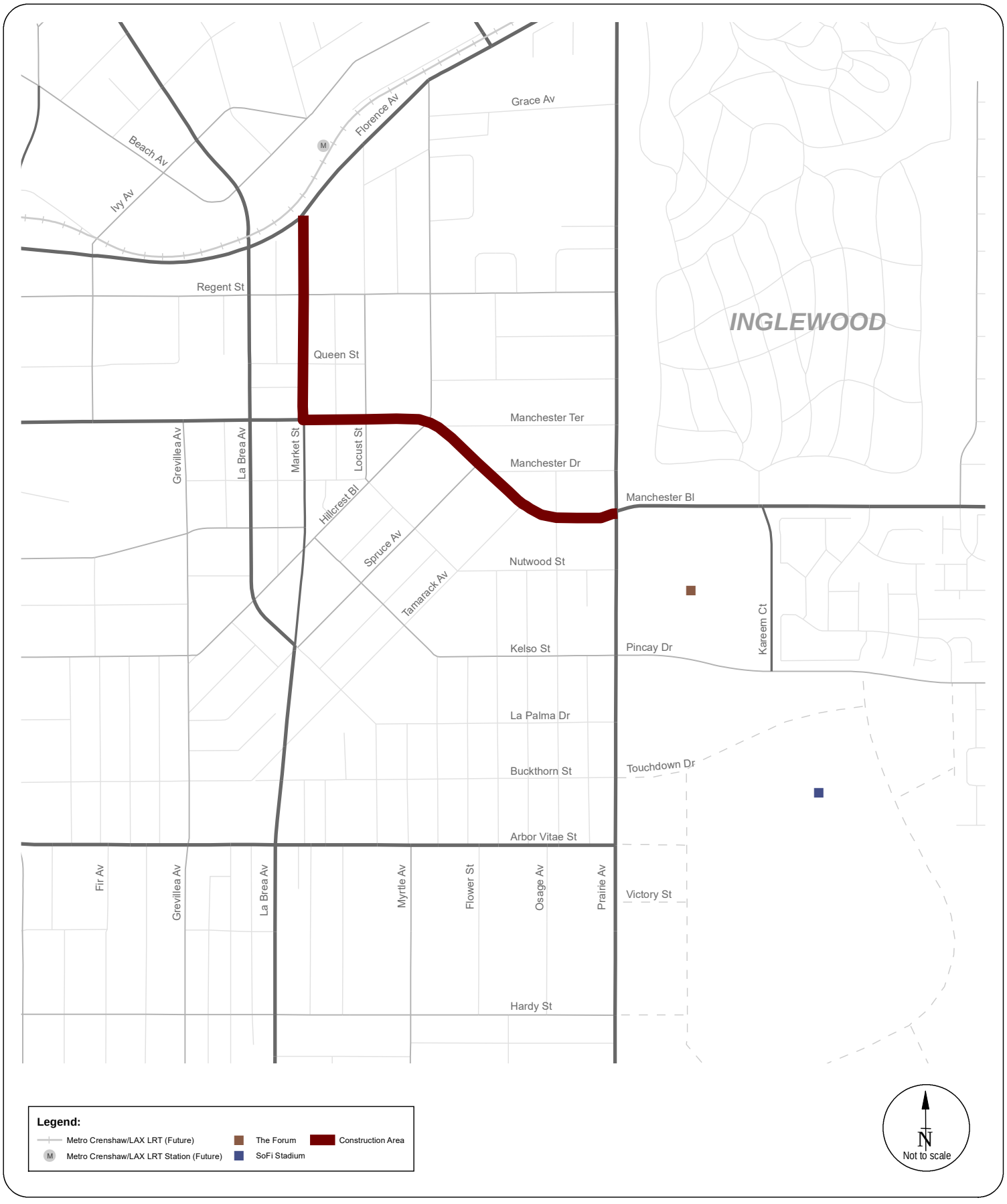


FIGURE 17
PHASE 3 CONSTRUCTION AREA

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- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the construction area between Market Street and Hillcrest Boulevard, it provides two travel lanes in each direction with on-street (metered and non-metered) parking provided on both sides of the street. Between Hillcrest Boulevard and Prairie Avenue, it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction with on-street parking provided on both sides of the street. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. Commercial uses are primarily located on both sides of the street.

- Locust Street is a north-south roadway and is classified as a collector road between Regent Street and Hillcrest Boulevard. It provides one travel lane in each direction. Both metered and non-metered on-street parking is provided on the west side of the street and non-metered on-street parking is provided on the east side of the Street. Commercial and residential uses are located on both sides of the street.

- Hillcrest Boulevard is classified as a collector roadway. In the vicinity of the construction area, between Manchester Boulevard and Nutwood Street, it runs diagonally in a northeast-southwest direction and provides two travel lanes in the northbound direction and one travel lane in the southbound direction with a raised landscaped median. On-street parking spaces are provided on the west side of the street. No on-street parking is allowed on the east side of the street. Commercial uses are located on both sides of the street within this stretch. Between Florence Avenue and Manchester Boulevard, Hillcrest Boulevard runs in a north-south direction and provides one travel lane in each direction with on-street parking provided on both sides of the street. Residential uses are located on both sides of the street.

- Spruce Avenue is classified as a collector roadway and runs diagonally in a northeast-southwest direction. It provides one travel lane in each direction with on-street parking allowed on both sides of the street. Residential uses are located on the east side of the street.

- Tamarack Avenue is a local roadway that runs diagonally in a north-south direction. It provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street

- Osage Avenue is a north-south local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Manchester Drive is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Manchester Terrace is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Commercial uses are located on both sides of the street.

The traffic flow along the Manchester Boulevard corridor is generally not constrained within the construction area throughout the day. However, the intersection of Prairie Avenue at Manchester Boulevard is currently operating at a poor level of service during both the morning and evening peak hours.

The Phase 3 construction procedures/plans include a delineated construction area using a K-rail system. The construction area would include approximately 22 feet of public ROW from southerly face of curb, excluding sidewalks, along Manchester Boulevard from Prairie Avenue to Market Street. The 22 feet would span several foundations and columns to minimize the construction area into phased construction staging areas along Manchester Boulevard. In other words, the 22-foot construction area would not span the entire length of Market Street to Prairie Avenue at any given time, but rather in sections. The 22-foot construction area on the south side of Manchester Boulevard between Market Street and Hillcrest Boulevard would result in the loss of on-street parking and one travel lane in the eastbound direction. Removal of on-street parking on the north side of the street within this stretch would allow for an additional travel lane. Therefore, two travel lanes along Manchester Boulevard within this stretch will be maintained during construction at most times. The 22-foot construction area on the south side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would result in the loss of two travel lanes in the eastbound direction. An additional eastbound lane can be provided by removal the raised medians and on-street parking within the construction area. Therefore, within this stretch, two lanes along Manchester Boulevard in each direction will be maintained during construction at most times. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra flow) and restriction of turns may be implemented to facilitate the peak hour traffic direction. Additionally, traffic control equipment at intersections within the construction areas at intersections would be maintained at all times.

Per Phase 3 construction procedures, once the work on the south side of the street is completed, the contractor would then switch to the north side of Manchester Boulevard and install a K-rail system to delineate the construction area. The construction area would include approximately 22 feet of public ROW starting from the northerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street. The 22-foot staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Manchester Boulevard. The 22-foot construction area on the north side of Manchester Boulevard between Market Street and Locust Street would remove on-street parking and one travel lane in the westbound direction. This would result in four travel lanes with no left-turns lanes within the construction area section. Therefore, two lanes per direction along Manchester Boulevard will be maintained during construction at most times.

The construction area on the north side of Manchester Boulevard between Locust Street and Hillcrest Boulevard would result in the loss on-street parking and one travel lane in the westbound direction. Two travel lanes in each direction would be maintained by utilizing the left-turn lanes and removing the on-street parking on the south side of the street.

The construction area on the north side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would also result in the loss of on-street parking and one travel lane in the westbound direction. However, three lanes in the eastbound direction and two lanes in the westbound direction can be maintained by restricting left-turns and using the center lane as a through lane. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) may be implemented to facilitate the peak hour traffic direction. Additionally, traffic control equipment at intersections within the construction areas at intersections would be maintained at all times.

Temporary full street closure along Manchester Boulevard within the construction area would occur during aerial construction of the railway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements due to safety measures. During the formwork phase, traffic would not be allowed to pass underneath the structure. Also, during formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary.

To minimize traffic effects, temporary full closures would occur during off-peak late-night hours. Full street closure would be coordinated with the City of Inglewood and emergency response

personnel. Detour route plans will be prepared and will be reviewed and approved by the City. Detour routes would not use residential streets unless authorized by the City and advance public notice would be disseminated in accordance with notification process required by the City. Additionally, Construction Staging Plans and Worksite Traffic Control Plans will be developed and designed to minimize traffic effects on residential streets.

As indicated above, Phase 3 construction activities would result in the temporary removal of all on-street parking spaces along Manchester Boulevard within the construction area, although not all at the same time. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways to parcels along Manchester Boulevard within the construction area will be maintained at all times. Therefore, Phase 3 construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Manchester Boulevard offering pedestrian access and circulation to commercial and residential uses. Pedestrian crosswalks are available at all the signalized intersections along Manchester Boulevard between Market Street and Prairie Avenue.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Phase 3 construction area. As shown in the figure, in the vicinity of the construction area, Manchester Boulevard, Manchester Terrace, Osage Avenue and Spruce Avenue are designated as common pedestrian routes to school serving Kelso Elementary School located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Manchester Boulevard and Market Street are designated as common pedestrian routes to school serving Inglewood High School located on the southwest corner of Grevillea Avenue/Manchester Boulevard.

Phase 3 construction along Manchester Boulevard includes removal of existing sidewalks as needed and includes new and/or temporary sidewalks. Existing sidewalks generally will be closed within construction area staging sections. However, there will be temporary pedestrian sidewalk canopies for the duration of the construction, in order to maintain pedestrian circulation. Temporary sidewalks shall meet all applicable safety standard including a minimum

sidewalk width of five feet. Access to buildings will be maintained at all times. Crosswalk will be maintained unless infeasible. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. The contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by the construction.

The pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, the pedestrian common routes to school will not be affected by the construction activities due to temporary sidewalks, maintaining crosswalks and providing crossing guards when crosswalks or sidewalks are closed.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Market Street and Manchester Boulevard would occur due to Phase 3 construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Lines 115, 211, 212, and 607 travel along this stretch of Manchester Boulevard. A westbound bus stop serving these four bus lines is located on the north side of Manchester Boulevard near Market Street. MTA Bus Line 115 and 212 have several bus stops along Manchester Boulevard include: eastbound bus stop located on the south side of Manchester Boulevard near Market Street, eastbound and westbound bus stops located on Manchester Boulevard west of Hillcrest Boulevard, a westbound bus stop on the near side of the intersection of Spruce Avenue/Manchester Boulevard, an eastbound bus stop on the near side of Tamarack Avenue/Manchester Boulevard, and eastbound and westbound bus stop near the intersection of Prairie Avenue/Manchester Boulevard.

MTA Bus Lines 211 and 607 travel along Locust Street within the construction area. A bus stop serving Metro Bus Lines 211 is located on the east side of Locust Street, north of Manchester Boulevard.

The bus stops within the construction area may potentially need to be temporarily relocated. Coordination with transit providers (Metro) regarding the need to temporarily relocate bus stops will be conducted. Rerouting of transit along Manchester Boulevard would need to occur during temporary full closure of Manchester Boulevard. Full street closure would occur mostly during off-peak late-night hours.

Phase 3 Construction Area – Market Street

Vehicle Circulation and On-Street Parking. Phase 3 construction also includes enabling the construction sequence of the APM alignment components along Market Street between Florence Avenue and Manchester Boulevard. A brief description of the potentially affected streets in the vicinity of the Phase 3 construction area follows:

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Commercial uses are located on both sides of the street.

- Regent Street is an east-west collector roadway. It provides one travel lane in each direction and a central-turn lane. Within the construction area, metered on-street parking is provided on both sides of the street. Commercial and residential uses are on the south side of the street.

- Queen Street is an east-west local roadway that provides one travel lane in each direction with on-street (metered) parking provided on both sides of the street. In the vicinity of the construction area, commercial uses are primarily located on both sides of the street.

The traffic flow along Market Street is generally not constrained within the construction area throughout the day. The nearby adjacent intersections Market Street/Florence Avenue, Market Street/Regent Street and Market Street/Manchester Boulevard currently operate at very good levels of service during both the morning and evening peak hours.

The Phase 3 construction procedures/plans include the installation of two rows of K-Rail systems along Market Street to delineate the rectangular perimeter of the construction area, which includes approximately 25 feet of public ROW along the center-line of Market Street between Manchester Boulevard and Florence Avenue. The construction area along Market Street between Florence Avenue and Regent Street would result in the loss of on-street parking on both sides of the street in order to maintain one travel lane in each direction.

The construction area would effectively reduce Market Street to one travel lane within the construction area staging section between Regent Street and Manchester Boulevard. The one travel lane would facilitate the peak hour traffic direction. Detour routes will be developed and reviewed/approved by the City. Detour routes would not use residential streets unless authorized by the City and advance public notice in accordance with notification process required by the City will be prepared and disseminated. Also, on-street (metered) parking would not be accessible within staging sections of the construction area during construction.

Temporary full street closure along Market Street within the construction area would occur during aerial construction of the railway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements due to safety measures. During the formwork phase, traffic would not be allowed to pass underneath the structure. Also, during formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary. To minimize traffic effects, temporary full closures would occur during off-peak late-night hours. Construction Staging Plans and Worksite Traffic Control Plans will be developed and designed to minimize traffic effects on Market Street and adjacent residential streets.

As indicated above, Phase 3 construction activities would result in the temporary closure of on-street parking spaces along Market Street within the construction area. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways to parcels along Market Street within the construction area will be maintained at all times. Therefore, Phase 3 construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Market Street offering pedestrian access and circulation commercial and residential uses. Pedestrian crosswalks are available at all the signalized intersections along Market Street between Florence Avenue and Manchester Boulevard.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Phase 3 construction area. As shown in the figure, in the vicinity of the construction area, Manchester

Boulevard is designated as common pedestrian route to school serving Kelso Elementary School located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Inglewood High School, located on the southwest corner of Grevillea Avenue/Manchester Boulevard, common pedestrian routes to school include Manchester Boulevard, Regent Street and Market Street. Regent Street is designated as a common pedestrian route to school serving City Honors College Preparatory Academy located on the southwest corner of Grevillea Avenue/Regent Street.

The Phase 3 construction area along Market Street would be located in the center of the roadway and would not interfere with existing sidewalks. Existing sidewalks would remain open and pedestrian circulation would be maintained along the construction area.

The pedestrian access and circulation to all adjacent parcels will be maintained at all times. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, the pedestrian common routes to school will not be affected by the construction activities along Market Street due to unaffected or temporary sidewalks, maintaining crosswalks and providing crossing guards.

Bicycle Circulation/Access. There are no bicycle facilities provided along Market Street within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Market Street would occur due to Phase 3 construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 40, Line 111 and Rapid Bus 740 travel along Florence Avenue adjacent to the Market Street ITC Station site. The Metro Crenshaw/LAX Line Station is located on the north side of the Florence Avenue. A bus stop serving Metro Bus Lines 40 and 111 is located on the south side of Florence Avenue, east of Market Street.

There are no bus routes traveling along Market Street, Regent Street and Queen Street within the vicinity of the affected construction area.

No bus stops would be removed or relocated due to the Phase 3 construction along Market Street. Additionally, no transit bus rerouting would be required during the Market Street Phase 3 construction.

Phase 3 Construction – Analysis/Evaluation

The Phase 3 construction assessment identified potential temporary transportation and transit constraints during construction as described above. Also, sidewalks along the Manchester Boulevard and Market Street construction areas may potentially be temporarily closed, although localized pedestrian access to adjacent buildings or parcels would be maintained at all times. In order to address these Phase 3 construction effects, the following measure are recommended:

- Preparation of a detailed construction traffic management program
- Consultation with Inglewood's Parking Meters Division regarding revenue recovery costs for the loss of parking meter spaces
- Preparation of a detailed detour plan during temporary full street closures
- Modification or updates of construction procedures
- Restriction of major roadway obstructions/interferences to off-peak late-night hours
- Coordination with emergency service providers.
- Provision of potential alternative vehicular, bicycle, and/or pedestrian access to affected parcels, where feasible. Consultation with City of Inglewood if temporary closure of a travel lane may be necessary to maintain adequate pedestrian access as part of the traffic management plan.
- Coordination of access with adjacent property owners and tenants.
- Coordination with Metro regarding maintenance of ADA access to Metro stations, stops, and other transit facilities.
- Coordination with transit providers regarding the need to temporarily close or relocate bus stops or reroute transit service.
- Coordination with IUSD to provide appropriate information and alternative routes to school away from construction area during the period of construction

The detailed construction traffic management program including all potential elements to address all issues during construction is provided in subsequent sections of this chapter.

ITC PROJECT PHASE 4 CONSTRUCTION ASSESSMENT

The construction activities associated with Phase 4 are provided under the 'Construction Sequencing/Phasing' section.

The Phase 4 construction area consists of Phases 1, 2 and 3 construction areas namely Prairie Avenue between Manchester Boulevard and Hardy Street, Manchester Boulevard between Market Street and Prairie Avenue and Market Street between Florence Avenue and Manchester Boulevard, as shown in Figure 18. Additionally, activities at the MSF site are anticipated in Phase 4. The description of the existing physical setting of the Phase 4 construction area including vehicular, pedestrian, bicycle and transit circulation and accessibility are similar to those described in earlier phases of construction.

Phase 4 Construction – Temporary Transportation Constraints

Phase 4 construction components will have temporary lane closures and/or a K-rail system as needed, for accessing the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.

Phase 4 Construction – Temporary Loss of Access

Vehicular access to alleys and driveways to parcels along Prairie Avenue, Manchester Boulevard and Market Street within the construction area will be maintained at all times. Therefore, Phase 4 construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Phase 4 construction would not result in the temporary loss of additional on-street parking spaces along Prairie Avenue Manchester Boulevard and Market Street beyond those described in the proposed Project Description.

The Phase 4 construction area would not require closure of sidewalks on either side of the street. Sidewalks would remain open and pedestrian circulation would be maintained along the Phase 4 construction area.

There are no bicycle facilities provided along Prairie Avenue, Manchester Boulevard and Market Street within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities would occur due to Phase 4 construction activities.

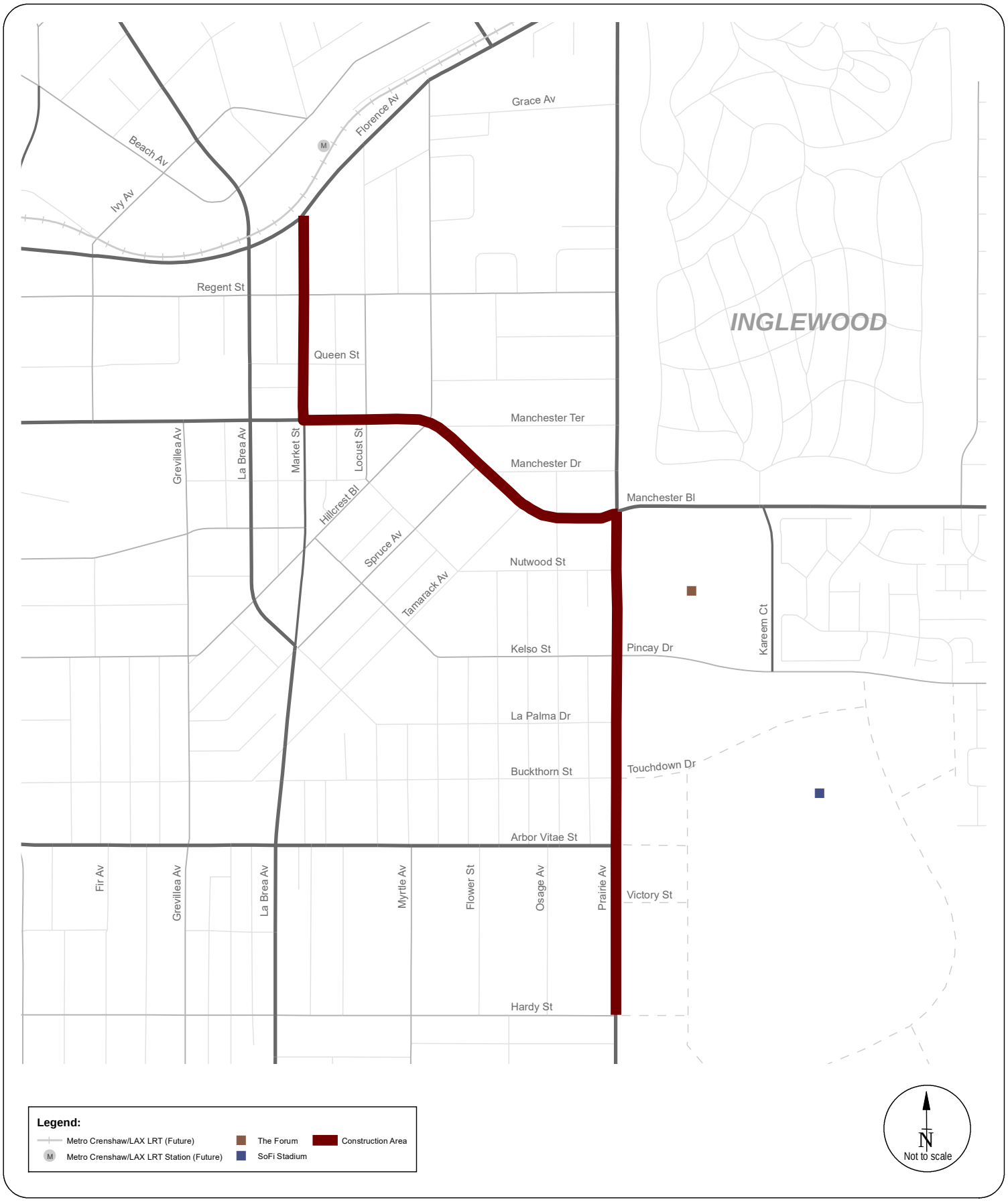


FIGURE 18
PHASE 4 CONSTRUCTION AREA

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Phase 4 Construction – Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops would be removed or relocated due to the Phase 4 construction. No transit bus rerouting would be required during the Phase 4 construction.

Phase 4 Construction – Analysis/Evaluation

The Phase 4 construction assessment identified potential temporary transportation constraints during construction. In order to address this Phase 4 construction effects, the following measure is recommended:

- Preparation of a detailed construction traffic management program

CONSTRUCTION TRIPS

The document, *Inglewood Transit Connector (ITC): Construction Scenarios for the Environmental Impact report, prepared by Pacifica Services, Inc., on June 2020,* provides an estimate of the proposed manpower workforce, on-road on-site equipment (trucks) and on-road off-site equipment (trucks) for each phase of construction. The proposed manpower workforce and on-road (both on-site and off-site) equipment estimates for each phase of construction is indicated in Table 31. The workforce estimates include all contractor staff and specialty on-site professionals; on-road on-site equipment including shuttle vans transporting construction employees to and from the site(s); on-site pick-up trucks, crew vans, water trucks, dump trucks, haul trucks and other on road vehicles licensed to travel on public roadways and on-road off-site vehicles including personal vehicles for construction employees to travel to and from work; and delivery vehicles for materials and equipment.

Utilizing the number of construction workers and on-road (both on-site and off-site) trucks, number of round trips and daily traffic volumes by construction phase was estimated. These estimates are summarized in Table 32. As indicated in the table, approximately 682 daily trips are associated with Phase 1 construction, approximately 572 daily trips are associated with Phase 2 construction, approximately 604 daily trips are associated with Phase 3 construction and approximately 200 daily trips are associated with Phase 4 construction. The total trips include both the construction worker and truck trips broken down by each phase.

TABLE 31
SUMMARY OF MANPOWER AND ON-ROAD EQUIPMENT VEHICLE ESTIMATES

	ITC Project Construction Phases			
	Phase 1	**Phase 2**	**Phase 3**	**Phase 4**
On-Road On-Site Equipment				
Demo Dump Trucks	1,343	0	0	0
Asphalt Truck Removal	172	0	0	0
Asphalt Placement Trucks	209	0	0	0
Soil Spoils Dump Trucks	1,670	1,503	2,395	10
Utility Trucks	28	39	35	39
Welder Torch	5	5	6	4
Water Truck	2	2	2	0
Street Sweeper	1	2	2	1
Flat Bed Trucks	48	61	65	10
Pneumatic Tools	10	20	20	8
Concrete Trucks	10,284	9,477	3,516	50
Concrete Pump Trucks	2	2	2	2
On-Road Off-Site Equipment				
Pickup Trucks	60	73	80	52
Delivery Trucks	52	65	65	35
Workforce Estimates				
Manpower	105-140	165-189	210-238	88-123

[1] Per *Inglewood Transit Connector (ITC): Construction Scenarios for the EIR* , Pacifica Services, Inc., June 2020.

TABLE 32
SUMMARY OF CONSTRUCTION DAILY TRIPS

	Daily Trips*			
	Phase 1	**Phase 2**	**Phase 3**	**Phase 4**
On-Road On-Site Equipment				
Demo Dump Trucks [a]	120	0	0	0
Asphalt Truck Removal [b]	25	0	0	0
Asphalt Placement Trucks [c]	26	0	0	0
Soil Spoils Dump Trucks [d]	260	260	260	10
Utility Trucks [e]	7	10	9	10
Welder Torch [f]	5	5	6	4
Water Truck [f]	2	2	2	0
Street Sweeper [f]	1	2	2	1
Flat Bed Trucks [e]	2	3	3	1
Pneumatic Tools [f]	10	20	20	8
Concrete Trucks [g]	40	30	15	5
Concrete Pump Trucks [e]	2	2	2	2
On-Road Off-Site Equipment				
Pickup Trucks [f]	60	73	80	52
Delivery Trucks [e]	5	7	7	4
Workforce				
Manpower [h]	117	158	198	103
Construction Trips Total	682	572	604	200

* Round trips.

[a] Assumes 5 trucks/hour/site.

[b] Assumes 25 trucks/day for 7 days.

[c] Assumes 26 trucks/day for 8 days.

[d] Per *Inglewood Transit Connector (ITC): Construction Scenarios for the EIR* , Pacifica Services, Inc., June 2020

[e] Assumes maximum number of trucks per day.

[f] Assumes this equipment is needed every day. Each truck travels to and from site on a daily basis.

[g] Maximum number of trucks per day based on number of days in each phase.

[h] For worker trips, assumes an average vehicle occupancy (AVO) = 1.2.

Assuming arrival patterns consistent with anticipated shift times at construction sites of this nature, most of the trips would occur outside of the peak hours of adjacent street traffic. Construction activity would primarily occur over a 16 hour / day schedule with two shifts, either a morning shift from approximately 7:00 a.m. to 3:00 p.m. and an evening shift from approx. 3:00 p.m. to 11:00 p.m., or a morning shift from approximately 7:00 a.m. to 3:00 p.m. and a night shift from approximately 11:00 p.m. to 7:00 a.m.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, 'just-in-time' deliveries of construction materials would be required during off-peak hours and/or night hours.

Additionally, construction of the APM guideway, columns and station components that could affect Prairie Avenue and Manchester Boulevard would involve construction-related traffic occurring during the off-peak hours and night hours in order to minimize effects to daily commuter traffic and potential event traffic. Delivery of construction materials would occur during the night shift. Construction activities during the day shift would primarily consist of work that could proceed without substantial disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, some minor activity could potentially occur during periods in between construction shifts for logistics, moving equipment, etc.

CONSTRUCTION HAUL ROUTES

The proposed construction delivery and haul routes and potential staging areas are illustrated in Figure 19. As shown in the figure, the primary delivery routes include Florence Avenue, Manchester Boulevard, Prairie Avenue and Century Boulevard. For materials delivered to and stored at designated construction staging areas, the contractor's haul routes to and from the Project area would be generally located on public streets. To minimize traffic effects to streets in and around the proposed Project site, excavated dirt materials/spoils will be hauled during off-peak and late-night hours. The contractor would develop an excavation plan that further defines the haul routes, dust control, and sweeping and disposal operations at the sites.

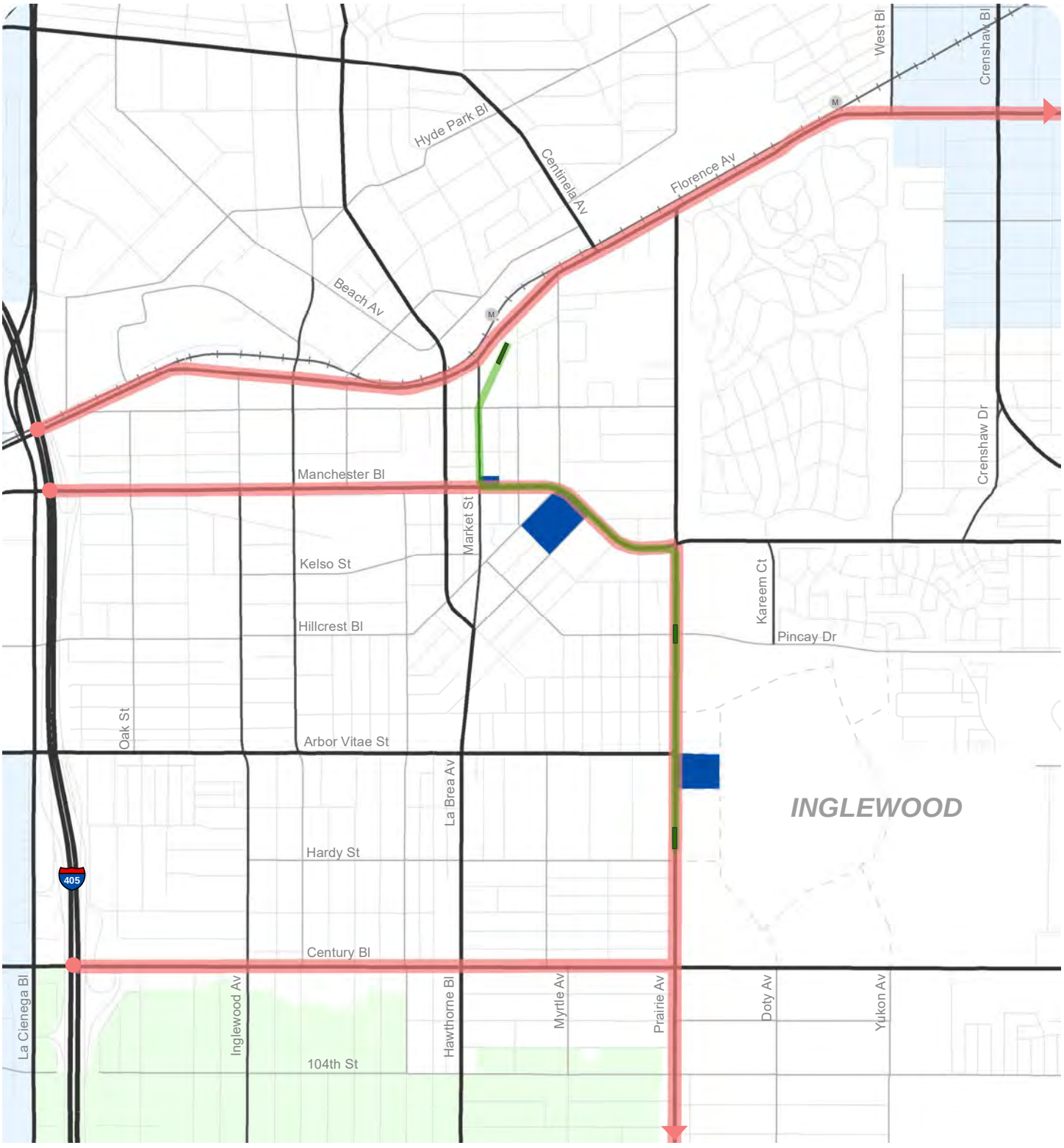


FIGURE 19
CONSTRUCTION HAUL / DELIVERY ROUTES AND STAGING AREAS

RAJU Associates, Inc.

CONSTRUCTION TRAFFIC MANAGEMENT PROGRAM

A detailed comprehensive construction traffic management program consists of numerous measures and requirements is described in this section. These measures include construction staging and traffic control requirements; measures to facilitate preserving access to parking and pedestrians; transit access and coordination; and allowable work hours and workdays. Details of these measures to address specific issues identified in each phase of construction are provided below.

Construction Staging and Traffic Control

1. The City of Inglewood would establish a Project Task Force specifically for the ITC Project. This Project Task Force would provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force would review the traffic management plans to ensure the following topics are considered:

    - Coordination with other public infrastructure projects within the City's boundaries
    - Detour analysis for pedestrian, transit, bicycle, and traffic flow
    - Coordinate closures and restricted access with all special events
    - Notification of the public with use of signage
    - Work with City of Inglewood and LA County police and fire personnel regarding maintenance of emergency access and response times
    - Monitor and coordinate deliveries
    - Establish detour routes for pedestrian, bicycle, transit and roadway circulation systems
    - Work with residential and commercial neighbors regarding upcoming construction activities, and
    - Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.

2. The Contractor and its consultants and contractors shall develop and submit the City Worksite Traffic Control Plans that address the following:

    - Worksite Traffic Control Plans shall be designed to minimize traffic effects on residential streets.

- Except as provided in the work hours permit issued by the City, the minimum traffic lane requirements for arterial streets affected by construction shall be maintained including maintaining at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction, with additional capacity provided through appropriate detour routes. The directional traffic lanes shall be reversible to maintain the peak directional capacity in either direction.
- The minimum traffic requirements for all other commercial and residential streets affected by construction activities shall be one lane in each direction, unless modified by a City-approved Worksite Traffic Control Plan that protects the surrounding residential and business neighborhoods and promotes the flow of traffic along the arterial streets.
- Access shall be maintained to and from all alleys at one or both ends of the alley. If an alley is obstructed at one end such that a turnaround by any vehicle is not feasible, then at its sole expense the Contractor will provide flaggers to control the alley.
- Worksite Traffic Plans shall demonstrate public safety vehicles (such as police, fire and emergency response) access and circulation, and pedestrian access within the Project area or approved detours at all times.
- Worksite Traffic Plans shall provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
- All existing bus stops must be maintained or if necessary, relocated nearby with appropriate signage working in close coordination with the affected transit providers.
- Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate the Contractor’s work and when approved by the City.
- To ensure that continued vehicular access to all businesses and community facilities is maintained, including parking needs, the contractor shall provide at least one lane of traffic in each direction on access cross streets that are not going to be dead-ended during construction.

3. Roadway Closures

    - The City and Contractor shall meet and confer ninety (90) days prior to the planned date of the temporary full street closure to coordinate community outreach for the closure. Such community outreach will include at least one meeting with businesses and residents to discuss and receive comments for each temporary full street closure.
    - Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' advance notice.
    - Temporary full street closures are permitted upon thirty (30) days' advance notice to the City only for work activities including but not limited to:
        i. Installation of piles,
        ii. Underground utility work,
        iii. Installation of columns/substructure and superstructure
        iv. Installation of decking, and
        v. Removal of decking.

4. If the City determines that traffic effects have not been sufficiently mitigated, then, at any time, the City's traffic engineer may revise the Worksite Traffic Control Plans to incorporate additional mitigation measures or to modify traffic control.

5. The Contractor shall reimburse the City for the cost of Traffic Control Officers (TCOs) to assist in mitigating cut-through traffic on residential streets. The Contractor shall also reimburse the City for the Cost of TCOs for all City-approved special events affected by construction.

6. Detour routes during temporary street closures shall be subject to review and approval by the City, provided that the Contractor gives thirty (30) days' advance notice. Detour routes must not use residential streets unless authorized by the City. Advance public notification of street closures in accordance with the notification process required by the City, would be provided.

7. Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor

gives thirty (30) days' advance notice. The minimum traffic lane requirements at all other times shall be one lane in each direction.

8. Construction staging and traffic control requirements (including lane closures, street closures and hauling restrictions) shall be in accordance with the standards set forth in this Article; all Construction Staging Plans, Traffic Management Plans, and any conditions of approval included in a City-issued permit.

9. Preliminary Haul and Overload/Oversized Vehicle Routes

    - Haul routes and overload/oversized vehicle routes must be reviewed and approved by the City.
    - To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets).
    - The City may restrict one or more of the above haul routes during special events within the City, or situations when lane restrictions affect a haul route, except that the City must leave open at least one haul route at all times.

Pedestrian System Measures

1. The Construction Staging Plans and Worksite Traffic Control Plans shall include Pedestrian Access Plans which shall be approved by the City. Pedestrian Access Plans shall be subject to the following minimum criteria:

    - Pedestrian access to buildings shall be maintained during all times.
    - The Contractor shall maintain all crosswalks, unless infeasible to do so. Whenever the Contractor removes a crosswalk from service, the Contractor shall establish and maintain temporary replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service.

Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.

- The Pedestrian Access Plans shall include a program of wayfinding signage.
- The sidewalk shall be used exclusively for pedestrian use and shall not be used for construction activities or staging unless construction is taking place within the sidewalk.

2. Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards and meet the following criteria:

    - Sidewalks in a temporary condition in excess of one month shall be constructed of pre-cast concrete panels or cast in place concrete; unless precast or cast in place concrete is infeasible and the City grants approval to use metal replacement panels, asphalt, or other satisfactory material;
    - Sidewalks in a temporary condition up to one month shall be covered on a temporary basis by a material satisfactory to the City; and
    - Asphalt shall not be used as a temporary sidewalk material unless approved in advance by the City.
    - Sidewalks that are being maintained in a temporary condition shall meet then current standards required by the Federal Americans with Disabilities Act and similar California laws for sidewalks being maintained in a temporary condition.
    - Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate Contract work and when approved by the City.

3. At all times, the Contractor shall protect pedestrians from construction-related debris, dust, and noise, and such protection may include the use of dedicated pedestrian barriers.

4. Temporary streetlight and traffic signal foundations outside of the construction work zones shall be wrapped in an aesthetically pleasing material satisfactory to the City and changed out periodically. Overhead electrical wiring shall be maintained in a neatly bundled condition.

5. The Contractor will provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

6. Unless subject to an approved closure or an approved width-reduction, the minimum sidewalk width shall be five (5) feet and additional width shall be required as necessary to protect the public safety and the operational needs of affected properties within the Project area, when requested by the City. The Contractor shall endeavor to maintain the maximum width of sidewalk possible.

Parking Management Measures

1. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, including for miscellaneous trips, outside of a permitted workspace identified in a City-approved Worksite Traffic Control Plan or if otherwise approved by the City. The Contractor shall notify the City thirty (30) days in advance of any agreement for off-street parking with any owner of a private parking facility within the City. In an effort to assist the Contractor meet its obligations hereunder, the City will permit the Contractor parking in assigned staging areas during construction.

2. The Construction Staging Plans or Worksite Traffic Control Plans developed by the Contractor shall include a parking management plan that observes the conditions set forth in this Management Program.

3. On-street parking may not be used by the Contractor for their vehicles or equipment unless the City agrees that such use is necessary. If the Parties agree that such use is necessary, then a parking management plan satisfactory to the City shall provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed. In the event that any on-street metered parking spaces are removed because the work is directly within the subject parking space or a Worksite Traffic Control Plan or other form of traffic control requires the removal of the parking space, including spaces removed by the City to provide loading or valet zones for affected businesses, the Contractor shall reimburse the City for the City's lost parking meter revenue due to the removal of the metered parking space(s).

4. Additionally, the Contractor shall mitigate the loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate. The Contractor shall provide public notice of the availability of the alternative parking spaces through consultation with businesses and the use of signage. The Contractor shall further post appropriate signage on on-street metered parking spaces when Construction activities may restrict the use of a metered parking space.

5. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, including for miscellaneous trips, outside of a permitted workspace identified in a City-approved Worksite Traffic Control Plan or if otherwise approved by the City.

6. Provide public notice of the availability of the alternative parking spaces through consultation with businesses and the use of signage

Transit Access and Circulation Measures

1. The contractor shall coordinate with Metro and any other transit service provider to ensure that access and circulation to the bus transit routes are maintained at all times, unless infeasible.

2. The contractor shall coordinate with Metro and any other service provider to relocate bus stop(s) and provide appropriate wayfinding signage informing the users of the system all its own expense. The relocated bus stop shall be at a location closest to the bus stop being temporarily relocated.

3. The contractor shall coordinate with Metro and any other service provider to facilitate rerouting of the transit bus line. Required wayfinding signage and information dissemination shall be provided by the contractor, at its own expense, to the satisfaction of the City of Inglewood and the transit provider.

Allowable Work Hours and Workdays

1. Allowable work hours and workdays, including after-hours construction, holiday moratorium exceptions and peak hour exemptions shall be in accordance with the standards set forth in Construction Permit issued by the City to the Contractor; and any conditions of approval included in the City-issued permit. Conditions of other City-issued permits shall control over the Contract. Notwithstanding the foregoing, a more restrictive standard in a later-issued permit or plan shall control over a conflicting standard in an earlier issued permit or plan.

2. For those activities when construction is permitted to begin at 7 AM, traffic control for those activities may begin at 6:30 AM. No other construction is permitted during this one-half hour time.

3. No work shall occur when the City has identified a special event permit for Market Street, Manchester Boulevard, or Prairie Avenue.

IX. ALTERNATIVES ANALYSIS

This chapter presents an assessment of project alternatives for the ITC Project. The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) analyze a range of reasonable alternatives to the Project or to the location of the Project that lessen or avoid significant environmental impacts while substantially attaining the objectives of the Project. Brief descriptions of these alternatives and their analyses are provided in the following sections. Operational benefits associated with the alternatives in comparison to those of the proposed ITC Project are also presented in this chapter.

Five project alternatives have been analyzed in this study. They include the following:

- Alternative 1 – No Project Alternative
- Alternative 2 – Bus Rapid Transit (BRT)/Transitway
- Alternative 3 – Market Street Pedestrian Promenade
- Alternative 4 – 4th Station Alternative
- Alternative 5 – Prairie Avenue Single Station Alternative

Similar to the proposed Project, per the OPR's final Technical Advisory, Alternatives 2 through 5 are presumed to not cause significant transportation impacts given that they reduce VMT, encourage development of multi-modal transportation networks and encourage diversity of land uses (mixed-use projects), consistent with the primary goals and objectives of Senate Bill 743. Descriptions of the alternatives, analyses and results are presented in the following sections.

ALTERNATIVE 1 – NO PROJECT

Under the No Project Alternative, the proposed Project would not be built and none of the transit infrastructure and street improvements and activities would occur, and the proposed plan amendments included in the proposed Project would occur.

The area would continue to be used by the existing commercial, recreational, and other uses. Existing public transit operators and private transportation would continue and future transit would likely expand operations to capitalize on the expected growth in visitors and residents within the major activity centers in the City of Inglewood.

Development under the No Project Alternative include the LASED including the NFL SoFi Stadium, and the Hollywood Park Specific Plan. This would include improvements associated with the Hollywood Park project and an element of higher density mixed-use development in the vicinity of the Metro Downtown Inglewood station near Florence Avenue and Market Street being developed for the Crenshaw Line. These projects and improvements would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans.

Under this Alternative, it is assumed that the City would implement its Transportation Management and Operations Plan (TMOP) to provide future transit connectivity. The TMOP includes both Pre-Event and Post-Event scenarios associated with SoFi Stadium at Hollywood Park. The Pre-Event scenario includes bus routes along Pincay Drive, Kareem Court, and Century Boulevard. The Post-Event scenario includes bus routes along Prairie Avenue, Manchester Avenue, Crenshaw Boulevard, Pincay Drive, Kareem Court, and Century Boulevard. As part of the City's TMOP Bus Plan, the City would cooperatively work with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood (City) destinations through more frequent headways, additional route options, and other improvements. Additionally, transit system connectivity and a transportation management and operations plan for pre- and post-event conditions at the Inglewood Basketball and Entertaining Center (IBEC) facility is also included in the No Project Alternative future conditions evaluation.

While transit modes such as buses will be critical transportation options to access the City's event centers, these modes will still compete with existing roadway traffic and may not provide a convenient time-certain connectivity compared to an elevated rail connection such as the proposed ITC Project.

Future Opening Year (2026) Conditions – No Project Alternative

The performance metrics including daily traffic volumes and VMT results for this alternative are equivalent to the Future Opening Year (2026) without ITC Project conditions scenario as described in Chapter VI. Therefore, this alternative will result in performance metrics similar to Future Opening Year (2026) without ITC Project conditions as detailed in Chapter VI. This alternative will not provide any operational benefits in comparison to those provided by the proposed ITC Project. The congestion and delays on the roadway system areawide would remain under this alternative compared to the improvement in congestion and roadway traffic flows anticipated as part of the proposed ITC Project.

Future Horizon Year (2045) Conditions – No Project Alternative

The performance metrics including daily traffic volumes and VMT results for this alternative are equivalent to the Future Horizon Year (2045) without ITC Project conditions scenario as described in Chapter VII. Therefore, this alternative will result in performance metrics similar to Future Horizon Year (2045) without ITC Project conditions as detailed in Chapter VII. This alternative will not provide any operational benefits in comparison to those provided by the proposed ITC Project. The congestion and delays on the roadway system areawide would remain under this alternative compared to the improvement in congestion and roadway traffic flows anticipated as part of the proposed ITC Project.

ALTERNATIVE 2 – BUS RAPID TRANSIT (BRT) / TRANSITWAY

A bus rapid transit (BRT) system is a public transport system designed to provide improved capacity and reliability relative to a conventional bus system. Typically, a BRT system includes roadway lanes that are dedicated to buses, with signal priority to buses at intersections where buses may interact with other traffic with enhanced coordinated flow; alongside design features to optimize passenger boarding and alighting activities as well as ticket purchases. A BRT corridor is a section of road or contiguous roads served by the uniquely branded buses along routes with a minimum length of approximately 1.5 to 2 miles.

Under this alternative, the City would construct and operate a BRT/Transitway system that would connect the LASED including the Forum, the SoFi Stadium, the Performance Arena, the IBEC

and the Hollywood Park mixed uses to the Crenshaw/LAX Line Downtown Inglewood station. The proposed route of this alternative would be a loop route starting along Florence Avenue to travel east to North Prairie Avenue where it would turn south along Prairie Avenue to the Inglewood Transit Facility at the City's Civic Center site at Prairie Avenue and Arbor Vitae; and then return via Prairie Avenue northbound to travel westbound along Manchester Boulevard to Market Street, to traverse northbound to Florence Avenue. The BRT/Transitway would be located entirely within the public right-of-way. This route is generally consistent with the route as described in the City's New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines.

Along the alignment, one eastbound travel lane along Florence Avenue between Market Street and Prairie Avenue; one southbound travel lane along Prairie Avenue between Florence Avenue and Manchester Boulevard; two travel lanes (one lane in each direction) along Prairie Avenue between Manchester Boulevard and the Inglewood Transit Facility at the City's Civic Center site; one westbound travel lane along Manchester Boulevard between Prairie Avenue and Market Street; and one northbound travel lane along Market Street between Manchester Boulevard and Florence Avenue would all be converted (from the existing mixed flow traffic lanes) to provide the Bus-only lane to accommodate the BRT alternative. This would result in the loss of these travel lanes along the roadways.

BRT/Transitway systems normally include most of the following features:

- Dedicated lanes and alignment
    - Separate lanes to avoid congested roads.
    - Dedicated bus-only lanes for faster travel and ensure that buses are not delayed by mixed traffic congestion. Separate rights of way may be used. Transit malls or 'bus streets' may also be created in city centers.
- Off-board fare collection
    - Fare prepayment at the station, instead of on board the bus, eliminates the delay caused by passengers paying on board.
- Intersection treatment
    - Prohibit turns for mixed-flow traffic across the bus lane to reduce delays to the buses, in most cases. Transit Bus priority will often be provided at signalized intersections (using Transit Priority System (TPS) modules at all upgraded signal controllers at intersections along the alignment) to coordinate them to reduce delays by extending the green phase or reducing the red phase in the required

direction compared to the normal sequence. Potential additional communication equipment to transmit and receive signals between the intersections and the City's Transportation Management Center may also be provided, as part of this alternative. Equipment to track the locations of the buses and CCTV cameras may also be required / provided at the intersections along the alignment to provide the required monitoring.

- Platform-level boarding
    - Station platforms/stops would be convenient for quick and easy boarding, making them fully accessible for wheelchairs and baby strollers, with minimal delays.

Passenger loading areas would include stops at the following locations:

- Market Street/Florence Avenue in close proximity to the Metro Crenshaw/LAX Downtown Inglewood Station. This BRT stop would provide connections to and from the regional light rail system.
- The Forum on Prairie Avenue
- The City's Intermodal Transit Facility at Hollywood Park providing access to the SoFi Stadium, and Hollywood Park Development Site.

High-capacity bus vehicles such as articulated buses may be used; these may have multiple doors for fast entry and exit. To reduce greenhouse gas emissions, vehicles may be electric or alternative fuel technology.

Under the BRT/Transitway alternative, the proposed Project would not be built. One to two roadway lanes would be lost to mixed traffic flow along the BRT alternative route depending upon location. With a maximum potential headway of approximately 3 minutes at peak times, the BRT alternative would only be able to provide approximately 20% of the capacity compared to the proposed ITC Project. The proposed plan amendments included in the proposed Project would not occur. The area would continue to be used by the existing commercial, recreational, and other uses. No demolition activities would occur, except along the public right-of-way where BRT-only lanes along the route are implemented.

Future Opening Year (2026) with Event and Alternative 2

The daily traffic volumes and VMT reduction metrics for this alternative would be slightly better than the Future Opening Year (2026) with Event (without ITC Project, i.e., No-Project) conditions

scenario as described in Chapter VI. Typical weekday non-event and daily VMT in the City of Inglewood would be reduced by an amount equivalent to 20% to 25% of those of the proposed ITC Project, with the implementation of the Alternative 2, under the Future Opening Year (2026) with Event scenario. Although daily traffic volumes would be reduced along key travel corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area, travel congestion is anticipated to increase under this alternative since roadway capacities would be reduced. As noted earlier, Alternative 2 would reduce the roadway capacities substantially along Florence Avenue, Prairie Avenue, Manchester Boulevard and Market Street due to loss of mixed-flow travel lanes, compared to the proposed ITC Project. Finally, the estimated daily BRT ridership under Future Opening Year (2026) with Event Conditions would be approximately 20% of the projected ITC Project ridership.

Future Horizon Year (2045) with Event and Alternative 2

Similar to the performance characteristics noted for this alternative under Future year 2026 conditions with event, the Future 2045 conditions with the BRT alternative would be approximately 20% to 25% of the projected reductions in VMT and projected transit ridership compared to those of the proposed ITC Project. Additionally, travel congestion is anticipated to increase under this alternative since roadway capacities would be reduced due to loss of mixed-flow travel lanes along the BRT route, under this alternative.

Alternative 2 Comparison to Proposed Project

Under Alternative 2, the proposed BRT/Transitway Project would provide operational benefits by reducing daily traffic volumes (ADTs) along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis to lesser degree than the proposed Project (approximately 20% of the operational benefits associated with the proposed ITC Project). However, Alternative 2 would also reduce the roadway capacities along Florence Avenue, Prairie Avenue, Manchester Boulevard and Market Street, consequently, increasing traffic congestion areawide; while the proposed ITC Project would not reduce roadway capacities compared to existing conditions and improve congestion and traffic flows areawide.

ALTERNATIVE 3 – MARKET STREET PEDESTRIAN PROMENADE

Under the Market Street Pedestrian Promenade Alternative, the proposed Project and all of its components would be constructed and operated. However, this Alternative would provide for the use of Market Street as a pedestrian promenade located between Florence Avenue and Manchester Boulevard.

Under this alternative, Market Street between Florence Avenue and Manchester Boulevard would be reconfigured to entirely close vehicle traffic north and south on Market Street. Cross traffic would be allowed on Regent Street and Queen Street without any turns to/from Market Street. The closure of Market Street would divert traffic to the surrounding streets including La Brea Avenue and Locust Street. Since the current traffic along Market Street is very low, this diversion of Market Street traffic can be accommodated along adjacent parallel streets. The conceptual roadway striping plan for Alternative 3 is included in Appendix F.

The establishment of this pedestrian promenade would encourage pedestrian activity by improving walkability within Downtown Inglewood, reducing the need to drive.

Under this alternative, the operation of the APM system would be the same as that planned for the proposed Project. All other Project components would remain the same. The performance of this alternative would be similar to those associated with the proposed ITC Project.

Future Opening Year (2026) with Event Conditions and Alternative 3

The performance metrics including reduction in daily traffic volumes and VMT values for this alternative would be similar to those metrics associated with the ITC Project under Future Opening Year (2026) with Event conditions scenario as described in Chapter VI. The estimated daily transit ridership during Future Opening Year (2026) with NFL Event and Alternative 3 conditions would also be similar to those for the proposed ITC Project (i.e., approximately 25,100 passengers). This alternative will provide similar operational benefits as those of the proposed ITC Project relative to reduction in traffic congestion and improvement of traffic flows along key roadway facilities areawide.

Future Horizon Year (2045) with Event and Alternative 3

The performance metrics including daily traffic volumes and VMT values for this alternative would be similar to those metrics associated with the ITC Project under Future Horizon Year (2045) with Event conditions, as described in Chapter VII. The weekday daily VMT would also be reduced in the Future Horizon Year (2045) with Event and Alternative 3 conditions similar to the VMT reductions estimated for the proposed ITC Project. Daily traffic volumes are also estimated to decrease along the same key corridors as in the Future Opening Year (2026) conditions providing improved traffic flow on a system-wide basis. The daily transit ridership during Future Horizon Year (2045) with NFL Event and Alternative 3 conditions are estimated to be approximately 31,100 passengers, similar to those associated with the proposed ITC Project. This alternative will provide similar operational benefits as those of the proposed ITC Project relative to reduction in traffic congestion and improvement of traffic flows along key roadway facilities areawide.

Alternative 3 Comparison to Proposed Project

Under Alternative 3, similar to the proposed Project, operational benefits would be obtained. Reductions to daily traffic volumes along key roadway corridors and reductions to vehicle miles traveled (VMTs) on an average weekday basis with event would occur similar in magnitude to those associated with the proposed ITC Project. Additionally, Alternative 3 is estimated to result in transit ridership similar to the proposed Project. Finally, this alternative will provide similar operational benefits as those of the proposed ITC Project relative to reduction in traffic congestion and improvement of traffic flows along key roadway facilities areawide.

ALTERNATIVE 4 – 4th STATION ALTERNATIVE

This alternative would consist of a four-station, fully-elevated, electrically-powered APM system that would run along the same dual lane guideway as the proposed Project but would include an additional station on Manchester Boulevard, east of the Market Street/Manchester Boulevard intersection. The alignment associated with this alternative is attached in Appendix F.

The station configuration would consist of a center-platform with vertical circulation to a mezzanine level located under the station platform level providing a pedestrian bridge. Passengers would have the ability to access the station through the pedestrian bridge. As with the

other ITC stations, this additional station would consist of a center platform configuration with the platform located at level 3. Passengers would access the platform from a mezzanine level (at level 2) connected by pedestrian bridges to vertical circulation elements to provide access (at level 1) to the sidewalk on the north side of Manchester Boulevard.

Providing this additional station in Downtown Inglewood would:

- Support ongoing economic revitalization in Downtown Inglewood and growth opportunities for transit-oriented development (TOD) within the Downtown TOD Plan area, including commercial and residential uses; and
- Provide a direct connection from Downtown Inglewood to the regional rail system, the Forum, the LASED, including SoFi Stadium, and the IBEC
- Enhance the connection of Inglewood and residents to jobs, education, services, and destinations within the City and within the region; and support regional efforts to become more efficient, economically strong, equitable, and sustainable.

Future Opening Year (2026) with Event Conditions and Alternative 4

The performance metrics including daily traffic volumes and VMT values for this alternative would be similar to those metrics associated with the ITC Project under the Future Opening Year (2026) with Event conditions, as described in Chapter VI. The weekday daily VMT would also be reduced in the Future Opening Year (2026) with Event and Alternative 4 conditions similar to the VMT reductions estimated for the proposed ITC Project. Additionally, daily traffic volumes would decrease along key travel corridors such as Prairie Avenue, Manchester Boulevard and Century Boulevard, thereby reducing congestion and improving travel conditions on a system-wide basis. The estimated daily ITC ridership during Future Opening Year (2026) with NFL Event and Alternative 4 conditions are estimated to be approximately 25,100 passengers similar to the proposed ITC Project.

Future Horizon Year (2045) with Event and Alternative 4

The performance metrics including daily traffic volumes and VMT estimates for this alternative would be similar to those metrics associated with the Future Horizon Year (2045) with the ITC Project conditions scenario, as described in Chapter VII. The weekday daily VMT would also be reduced in the Future Horizon Year (2045) with Event and Alternative 4 conditions similar to the

VMT reductions estimated for the proposed ITC Project. Daily traffic volumes are also estimated to decrease along the same key corridors as in the future opening year conditions providing improved traffic flow on a system-wide basis. The estimated daily ITC ridership during Future Horizon Year (2045) with NFL Event and Alternative 4 conditions are estimated to be approximately 31,100 passengers similar to the proposed ITC Project.

Alternative 4 Comparison to Proposed Project

Under Alternative 4, operational benefits similar to the proposed Project would be obtained. Reductions to daily traffic volumes along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis would occur similar in magnitude to those estimated for the proposed ITC Project. Alternative 4 is estimated to result in ITC ridership similar to the proposed Project, as well. Improved traffic flows and reduction in congestion along key travel corridors, similar to those associated with the proposed Project would occur under Alternative 4 conditions.

ALTERNATIVE 5 – PRAIRIE AVENUE SINGLE STATION ALTERNATIVE

The proposed Project modifies and relocates Prairie Avenue to the east to maintain the current roadway capacity. This relocation in conjunction with the need for a passenger station connection to the sidewalk/ground level affects properties located east of Prairie Avenue. This Alternative avoids affecting these properties by consolidating the two proposed stations along Prairie Avenue into a single station that would be located adjacent to the Intermodal Transit Facility at the City's Civic Center site. Passengers would connect to the ground/sidewalk level within the City-owned Civic Center site. An illustration of this alternative is included in Appendix F.

This alternative maintains Prairie Avenue within its existing right of way; however, one to two lanes would be lost reducing the capacity of the roadway. Specifically, one travel lane in each direction along the Prairie Avenue roadway between Arbor Vitae and La Palma, one lane in the southbound direction between La Palma and Pincay Drive, and one lane in each direction between Pincay Drive and Manchester Boulevard would be lost under this Alternative 5: Prairie Avenue Single Station Alternative.

Future Opening Year (2026) with Event Conditions and Alternative 5

The performance metrics including daily traffic volumes and VMT values under this Alternative 5 indicate that the benefits obtained would be less than those indicated by the metrics associated with the ITC Project under the Future Opening Year (2026) with Event conditions. The weekday daily VMT would be reduced in the Future Opening Year (2026) with Event and Alternative 5 conditions, but they would be approximately 15% less than the VMT reductions estimated for the proposed ITC Project. Although, daily traffic volumes would decrease along key travel corridors such as Prairie Avenue and Manchester Boulevard, traffic congestion and consequently travel conditions on a system-wide basis would be substantially worse due to the loss of travel lanes along Prairie Avenue. The estimated daily ITC ridership during Future Opening Year (2026) with NFL Event and Alternative 5 conditions would be approximately 75% of the proposed ITC Project ridership. This alternative will provide less operational benefits, while substantially worsening congested conditions particularly during the peak periods on weekdays, and during event day conditions compared to the proposed ITC Project.

Future Horizon Year (2045) with Event and Alternative 5

Similar to the performance metrics described under Future Year (2026) conditions, this alternative in the Future Year 2045 conditions would provide less benefits than those estimated for the proposed ITC Project conditions. The daily traffic volumes and VMT estimates for this alternative would be higher than those metrics associated with the Future Horizon Year (2045) with the ITC Project conditions scenario, as described in Chapter VII. The weekday daily VMT would also be reduced in the Future Horizon Year (2045) with Event and Alternative 5 conditions, but they would be approximately 15% less than the VMT reductions estimated for the proposed ITC Project. Daily traffic volumes are also estimated to decrease along the same key corridors as in the future opening year conditions, however, due to a reduction in capacities along Prairie Avenue, traffic flow and congestion on a system-wide basis, would be worse than those estimated for the proposed ITC Project. The estimated daily ITC ridership during Future Horizon Year (2045) with NFL Event and Alternative 5 conditions would be approximately 75% of the proposed ITC Project ridership.

Alternative 5 Comparison to Proposed Project

Under Alternative 5, operational benefits would be less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis would occur, but approximately 15% less in magnitude than those associated with the proposed ITC Project. Alternative 5 is estimated to result in transit ridership equivalent to approximately 75% of the transit ridership associated with the proposed ITC Project. However, due to a reduction in capacities along Prairie Avenue, traffic flow and congestion on a system-wide basis, would be worse under Alternative 5 compared to those estimated for the proposed ITC Project.

A comparative evaluation of the performance metrics associated with each of the alternatives in relation to those of the proposed ITC Project is summarized in Table 33.

TABLE 33
SUMMARY OF COMPARATIVE EVALUATION OF ALTERNATIVES

Scenario/Alternatives	Future Opening Year (2026) Conditions Performance			Future Horizon Year (2045) Conditions Performance		
	Reduction in VMTs (Daily) [1]	Transit Ridership (Daily)	Roadway Performance	Reduction in VMTs (Daily) [1]	Transit Ridership (Daily)	Roadway Performance
1. Proposed ITC Project	227,739	25,100	Reduced ADTs along key roadway corridors. Improved traffic flow and reduced congestion.	297,080	31,100	Reduced ADTs along key roadway corridors. Improved traffic flow and reduced congestion.
2. Alternative 1: No Project	-	-	-	-	-	-
3. Alternative 2: Bus Rapid Transit (BRT)	Approximately 20% to 25% of proposed Project	Approximately 20% of that projected under proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially	Approximately 20% to 25% of proposed Project	Approximately 20% of that projected under proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially
4. Alternative 3: Pedestrian Promenade Alternative	Similar to proposed Project	Similar to proposed Project	Same as proposed Project	Similar to proposed Project	Similar to proposed Project	Same as proposed Project
5. Alternative 4: 4th Station Alternative	Similar to proposed Project	Similar to proposed Project	Same as proposed Project	Similar to proposed Project	Similar to proposed Project	Same as proposed Project
6. Alternative 5: Prairie Avenue Single Station Alternative	Approximately 85% of proposed Project (i.e., approximately 15% less than proposed Project)	Approximately 75% of proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially long delays during post-game/event.	Approximately 85% of proposed Project (i.e., approximately 15% less than proposed Project)	Approximately 75% of proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially long delays during post-game/event.

[1] Reductions in Daily VMT for the proposed ITC Project calculated relative to 'No Project' conditions.

X. SUMMARY OF CONCLUSIONS

A detailed transportation study has been performed by Raju Associates, Inc. to assess the operational and construction effects of the proposed Inglewood Transit Connector (ITC) Project located in the City of Inglewood, California. The following summarizes the results of the evaluation:

- The ITC Project is an APM System connecting the activity center within the City of Inglewood with the Metro's Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The Crenshaw/LAX LRT line connects the Metro's E Line with the Metro's C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial Stations. The Crenshaw/LAX LRT line is currently under construction and is expected to commence operations in 2021.

- The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations. The stations will be located at:

    1. Market Street – Florence Avenue
    2. Prairie Avenue - Pincay Drive, and
    3. Prairie Avenue – Hardy Street.

- The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require minor changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed.

- The study area is generally bounded by Florence Avenue on the north, Lennox Boulevard – 108th Street on the south, La Brea Avenue – Hawthorne Boulevard on the west, and Van Ness Avenue on the east. The study area includes major corridors providing access to the proposed ITC Project, encompassing approximately 6-square-miles.

- **Existing Conditions -** A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, average daily traffic volumes, transit system, bicycle system, and pedestrian circulation system serving the study area. A brief summary of these elements is presented below.

    - The existing street system within the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing access to and from the study area includes of the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway and the Harbor (I-110) Freeway.

- Daily traffic volumes along Prairie Avenue between Florence Avenue and Lennox Boulevard range between approximately 21,800 to 37,250 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 18,800 to 36,400 vehicles per day; and along Century Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 51,000 to 61,200 vehicles per day.

- Fourteen (14) bus lines provide services in the study area including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA), and one bus line operated by the County of Los Angeles. Additionally, the Metro C Line (Green Line) is located south of the study area.

  MTA is constructing the Metro Crenshaw/LAX Light-Rail Train (LRT) Line that extends from the existing Metro E Line (Exposition Line) at Crenshaw Boulevard/Exposition Boulevard, and travels 8.5 miles south to connect with the Metro C Line (Green Line) at the Aviation/Imperial Station. The Downtown Inglewood station at Florence Avenue and Market Street will serve as the transfer point between the proposed ITC Project and the Crenshaw/LAX Line.

- Bicycle facilities are identified along the following streets:

  - Bike Lanes
    - Hawthorne Boulevard from Lennox Boulevard to 111th Street
    - Locust Street from Florence Avenue to Manchester Boulevard
    - Van Ness Avenue from 81st Street to Manchester Boulevard
    - Florence Avenue from Locust Street to Hillcrest Boulevard
    - Florence Avenue from Prairie Avenue to mid-way between Prairie Avenue and West Boulevard

  - Buffered Bike Lanes
    - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (westbound only)

  - Bike Routes with Sharrows
    - Van Ness Avenue from Century Boulevard to Imperial Highway
    - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (eastbound only)
    - Florence Avenue from Centinela Avenue to Prairie Avenue
    - Florence Avenue from mid-way between Prairie Avenue and West Boulevard to West Boulevard
    - 76th Street from Crenshaw Drive to Vermont Avenue

- Sidewalks are generally provided along all streets in the study area. Florence Avenue, Market Street, Locust Street and Regent Street offer pedestrian access and circulation possibilities to the proposed ITC Market Street Station. Prairie Avenue and Kelso Street-Pincay Drive offer pedestrian access and circulation possibilities to the proposed ITC Station at the Forum. Prairie Avenue and Hardy Street offer pedestrian access and circulation possibilities to the proposed ITC Project Station at Hardy Street.

- A summary of the existing number of on-street parking spaces along Market Street, Manchester Boulevard and Prairie Avenue along the proposed ITC alignment is presented below:

    - There are currently 104 on-street parking spaces located along Market Street between Florence Avenue and Manchester Boulevard.
    - There are currently 70 on-street parking spaces located along Manchester Boulevard between Market Street and Prairie Avenue.
    - There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street.

- Pursuant to SB 743 and the final Technical Advisory from the California Governor's Office of Planning and Research (OPR), vehicle miles traveled (VMTs) and average daily trips (ADTs) were used as the performance metrics in this study to quantify benefits associated with the ITC Project. Additionally, transit ridership forecasts have been prepared to quantify the utilization, effectiveness and benefits associated with the ITC Project.

- The latest Technical Advisory from the Governor's OPR determined that VMT was the performance metric for CEQA analysis and impact evaluation. Additionally, it was explicitly stated that the VMT estimation be not artificially curtailed within a certain jurisdiction's boundaries. Therefore, all VMTs associated with trips to and from all areas within the City of Inglewood are included in this study for further inclusion in Air Quality, GHG and other evaluations.

- Although, the proposed ITC Project would be presumed to not cause significant impacts as noted in the OPR's Technical Advisory, this study provides evidence of magnitude of reduction of VMTs and consequently, GHG emissions over its design life. This study provides quantification of potential operational benefits relative to reduction in VMTs under various scenarios.

- The various scenarios evaluated in this study include the following:

    - Existing Conditions
    - Adjusted Baseline Conditions (non-event) weekdays without the ITC Project
    - Adjusted Baseline Conditions (non-event) weekdays with the ITC Project
    - Opening Year 2026 Conditions with NFL event without the ITC Project
    - Opening Year 2026 Conditions with NFL event with the ITC Project
    - Future Horizon Year 2045 Conditions with NFL event without the ITC Project
    - Future Horizon Year 2045 Conditions with NFL event with the ITC Project

- The results of the daily trips and VMT analyses for the above scenarios indicate that the proposed ITC Project would bring improvement in terms of reduction in volumes and vehicle-miles traveled on an average weekday basis. These improvements are more significant when there is an NFL game event at Sofi Stadium. This reduction in VMT will lead to reduction in GHG emissions and to a more sustainable and friendly environment.

- **Adjusted Baseline Conditions -** The typical weekday non-event daily VMT in the City of Inglewood would be reduced by approximately 20,600 vehicle-miles of travel, with the implementation of the proposed ITC Project under Adjusted Baseline Conditions.

Additionally, daily traffic volumes have been projected to decrease along the key Prairie Avenue, Manchester Boulevard and Century Boulevards within the Study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with the implementation of the ITC Project. The estimated (non-event) daily ITC ridership under Adjust Baseline conditions is 2,126 daily passengers.

- **Future Opening Year (2026) with Event Conditions** - The weekday daily VMT would be reduced by approximately 227,739 vehicle-miles (4.3%) with the implementation of the proposed ITC Project under Future Opening Year (2026) with Event conditions. Additionally, daily traffic volumes would decrease along key corridors ranging between approximately 920 to 1,410 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 430 to 757 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,078 to 1,170 vehicle trips per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis with the implementation of the ITC Project. The estimated daily ITC ridership under Future Opening Year (2026) with Event (NFL) conditions is 25,056 daily passengers.

- **Future Horizon Year (2045) with Event Conditions** - With the implementation of the proposed ITC Project under cumulative Future Horizon Year (2045) with Event conditions, the weekday VMT would be reduced by approximately 297,080 vehicle-miles (5.2%). Daily traffic volumes would decrease along key corridors including - decreases in daily traffic ranging between approximately 1,085 to 1,725 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 575 to 985 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,335 to 1,400 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis resulting in improved flow during the peak periods with the implementation of the ITC Project. The daily ITC ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated at approximately 31,100 daily passengers.

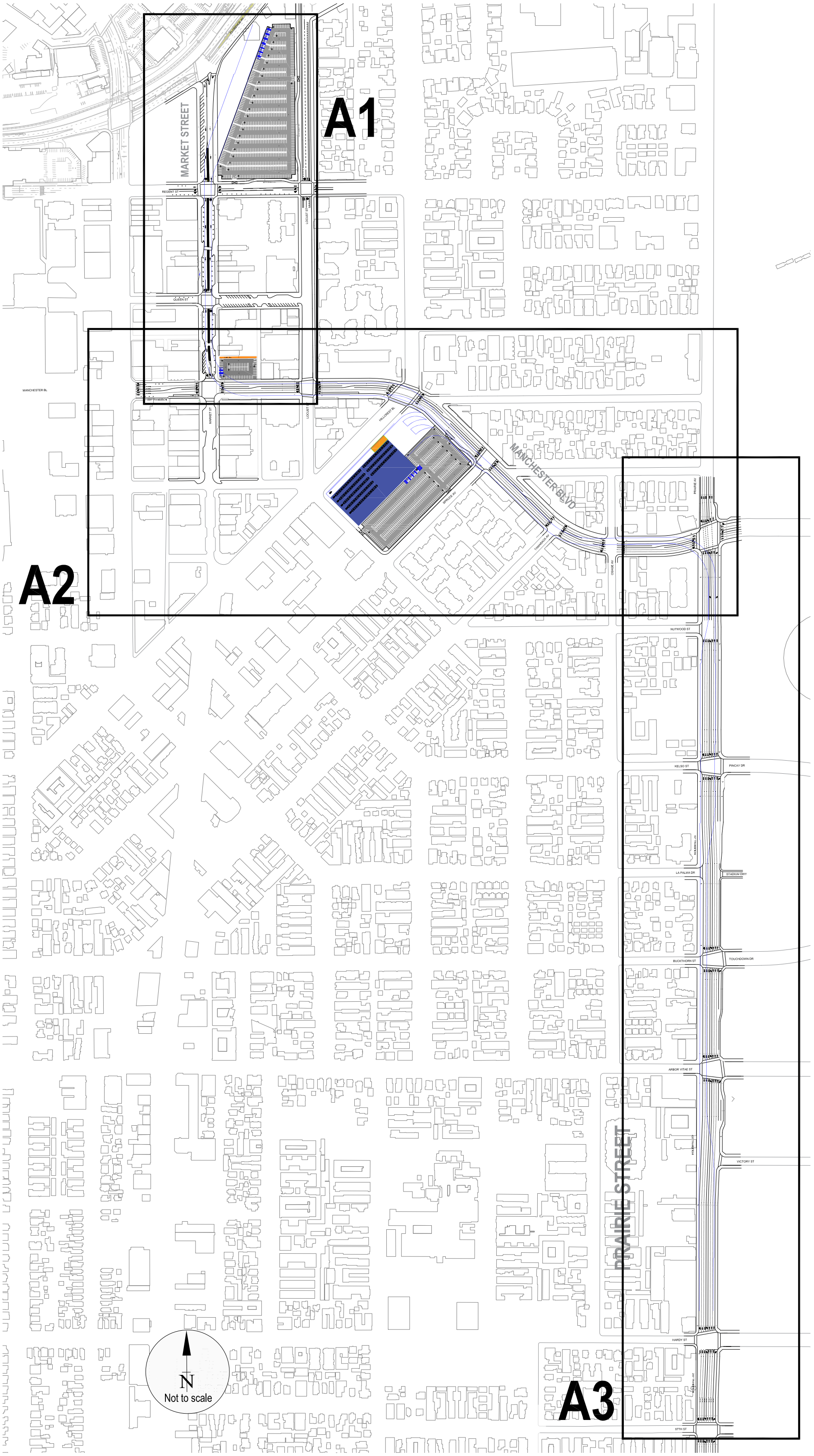
- The proposed ITC Project construction would occur in four phases throughout a four and a half- to five-year period between the Year 2022 and Year 2026.

- An evaluation of the construction phases focusing primarily on determining if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas was conducted. Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes CEQA. Temporary transportation, pedestrian and transit constraints have been identified to occur during the time period of construction.

- A detailed construction traffic management program has been prepared to address all issues during construction and consists of numerous measures and requirements for the construction of the ITC Project. These measures include construction staging and traffic control requirements; measures to facilitate preserving access to parking and pedestrians; transit access and coordination; and allowable work hours and workdays.

APPENDIX A

CONCEPTUAL ROADWAY STRIPING PLANS


A1
A2
A3
MARKET STREET
REGENT ST
QUEEN ST
LOCUST ST
MANCHESTER BL
MARKET ST
HILLCREST BL
SPRUCE AV
MANCHESTER BLVD
TAMARACK AV
OSAGE AV
PRAIRIE AV
NUTWOOD ST
KELSO ST
PINCAY DR
LA PALMA DR
STADIUM DWY
BUCKTHORN ST
TOUCHDOWN DR
ARBOR VITAE ST
VICTORY ST
PRAIRIE STREET
HARDY ST
97TH ST
N
Not to scale

FLORENCE AV.

MARKET STREET

PICK UP / DROP-OFF AREA

REGENT ST

LOCUST ST

QUEEN ST

N

Not to scale

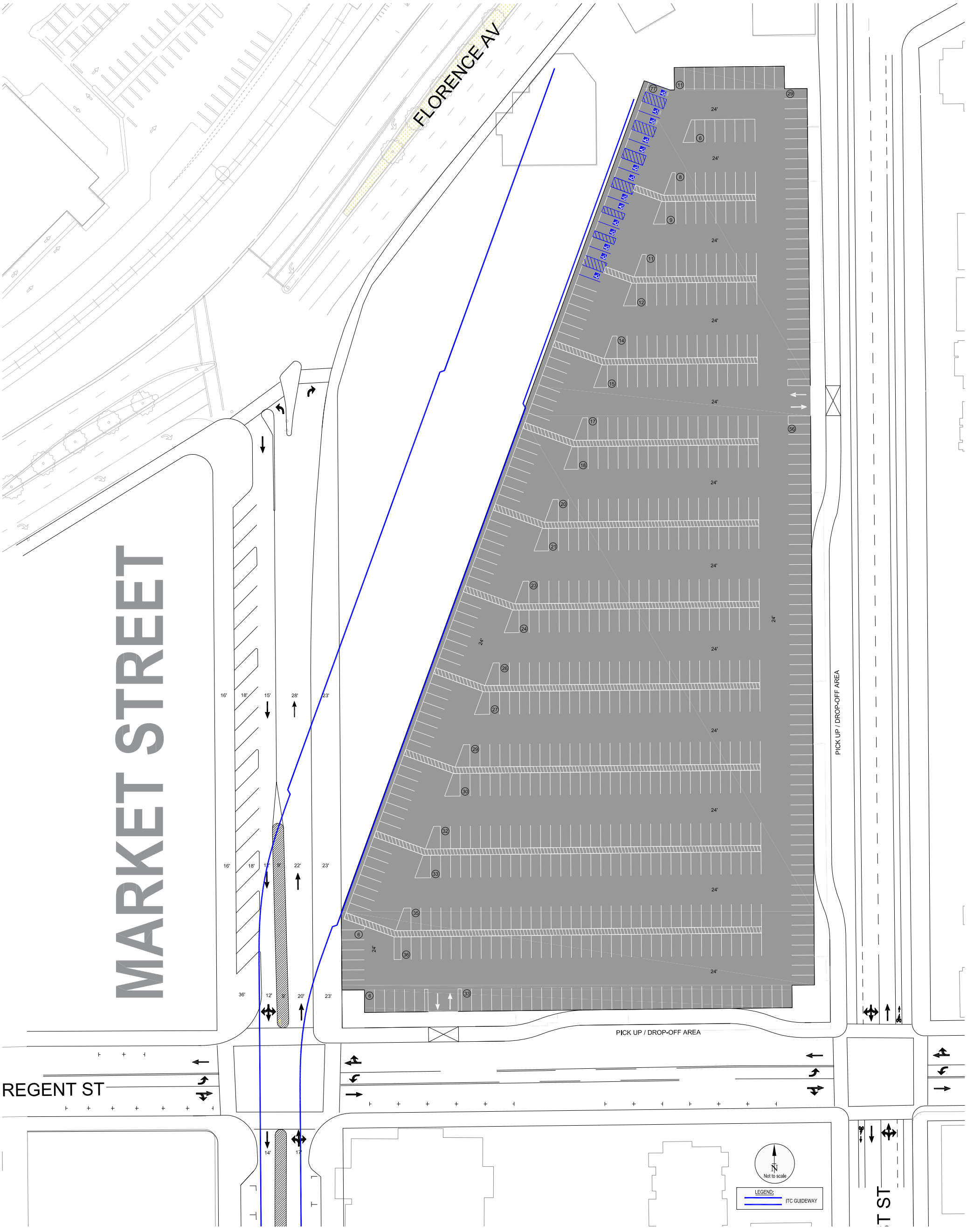
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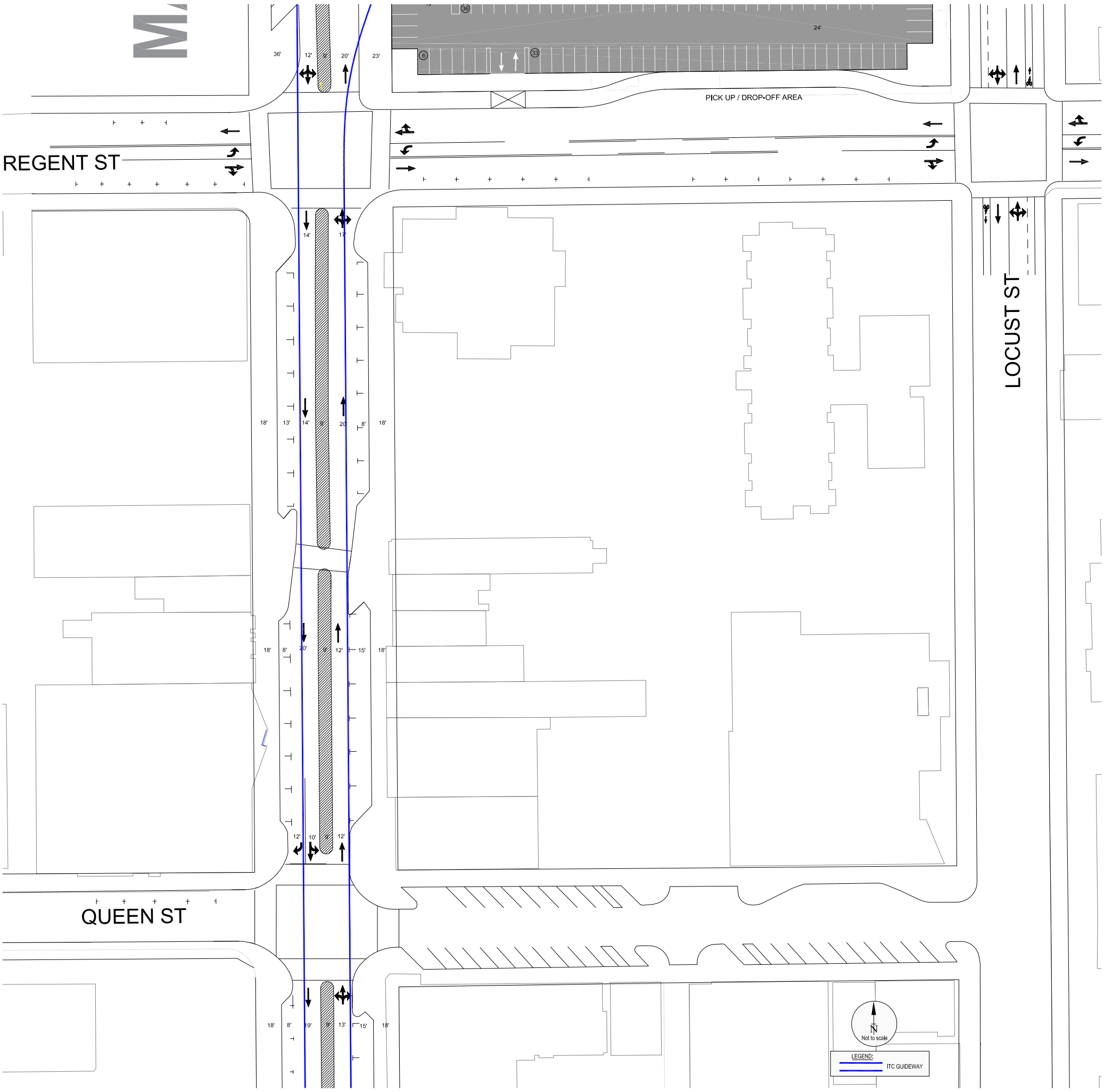
ITC GUIDEWAY

ATTACHMENT A1

MARKET STREET - CONCEPTUAL ROADWAY STRIPING

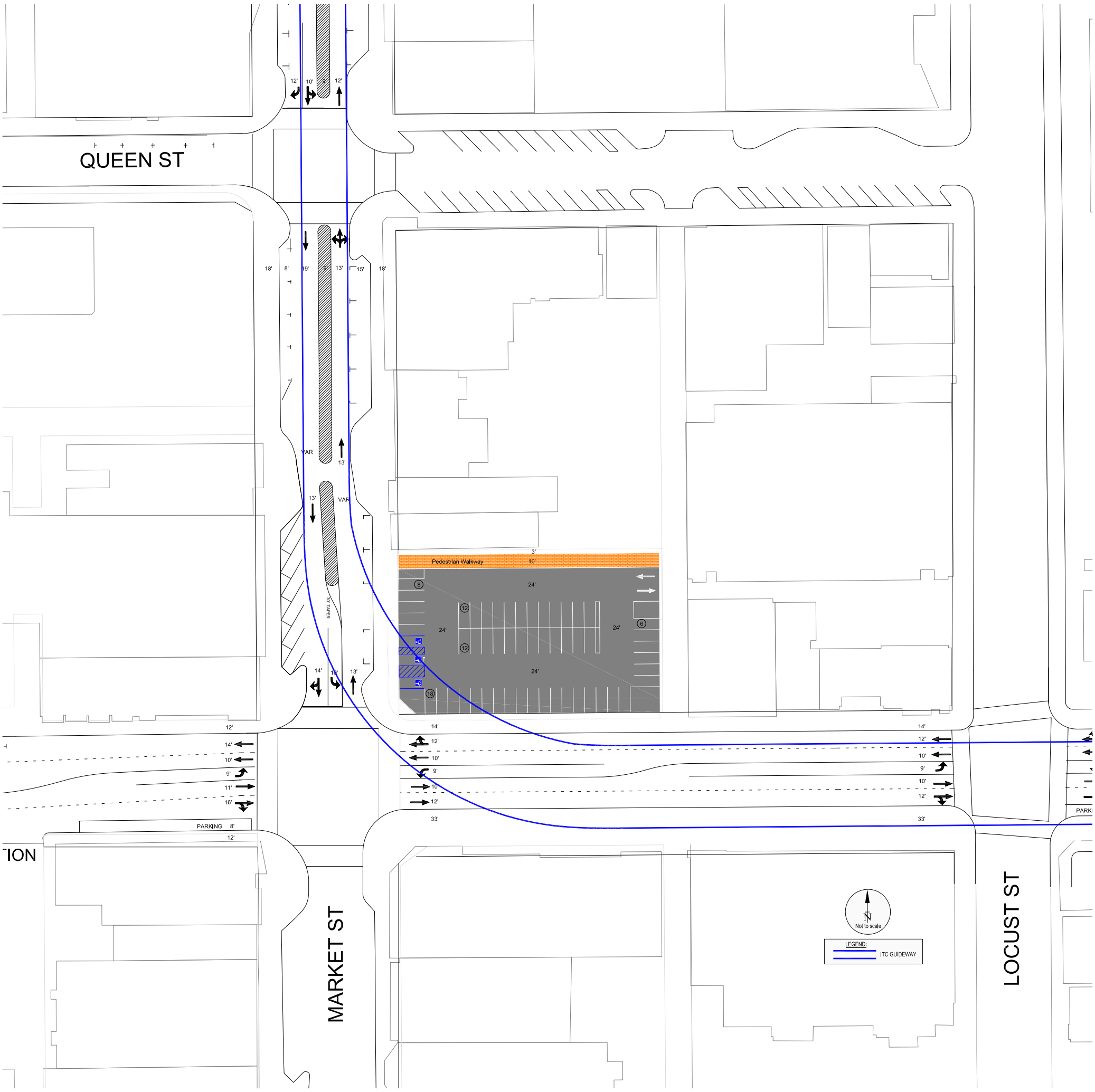
CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY


FLORENCE AV
MARKET STREET
REGENT ST
PICK UP / DROP-OFF AREA
PICK UP / DROP-OFF AREA
16'
18'
15'
28'
23'
16'
18'
12'
22'
23'
36'
12'
20'
23'
24'
24'
24



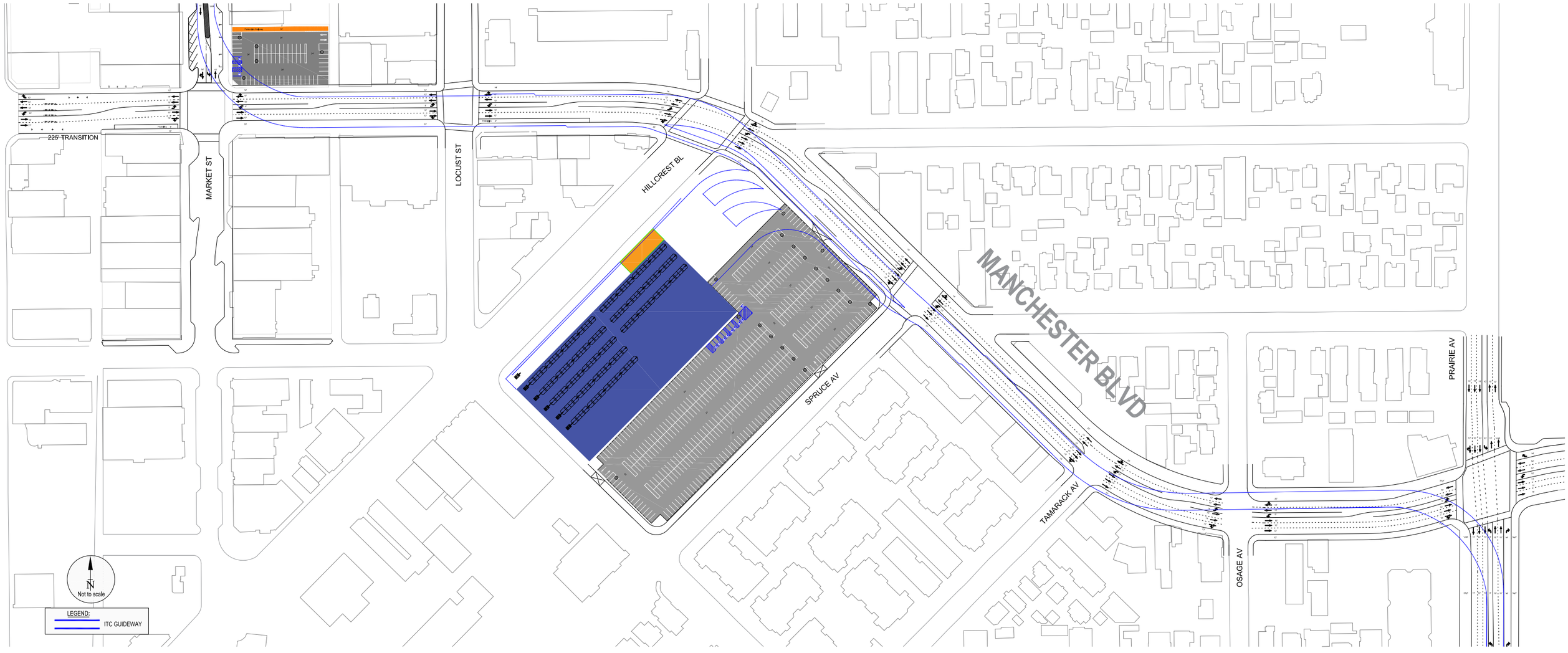
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ATTACHMENT A1
MARKET STREET - CONCEPTUAL ROADWAY STRIPING



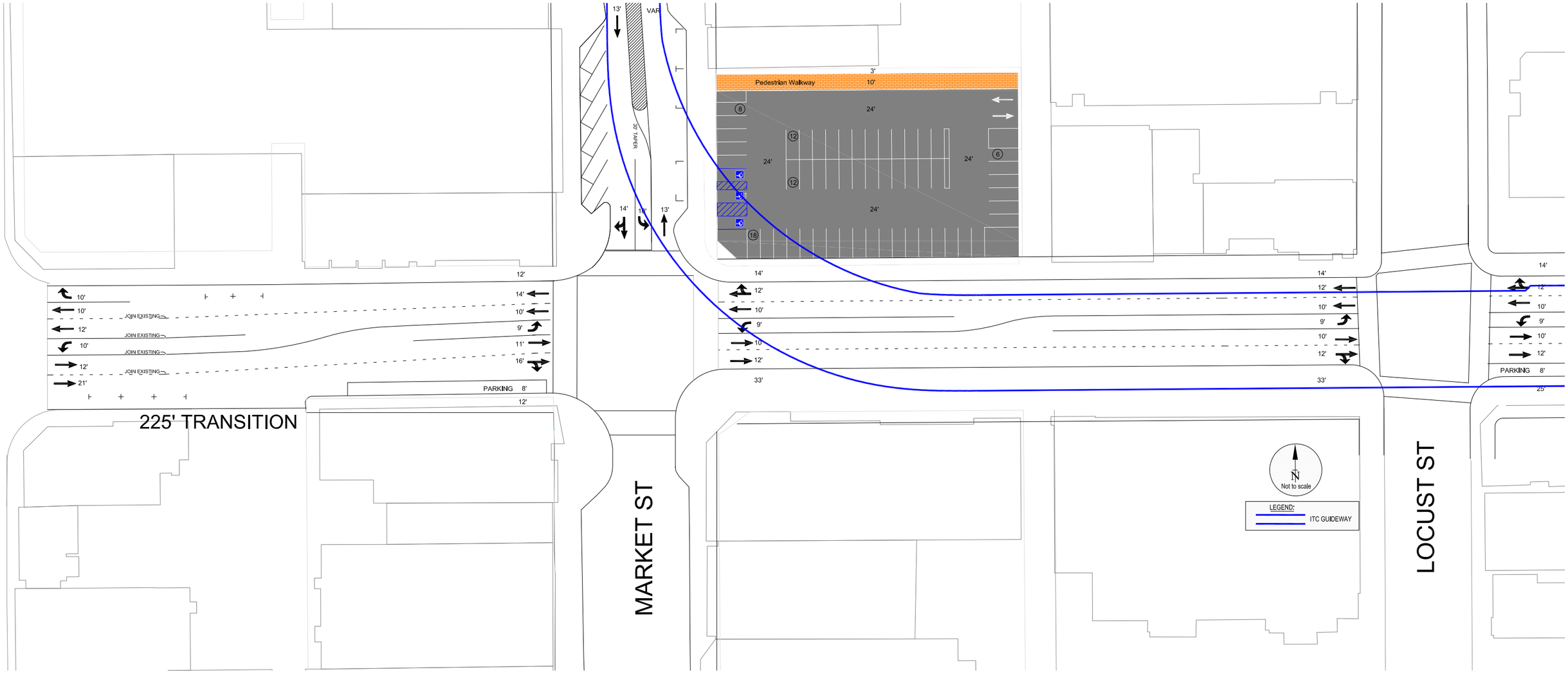
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ATTACHMENT A1
MARKET STREET - CONCEPTUAL ROADWAY STRIPING



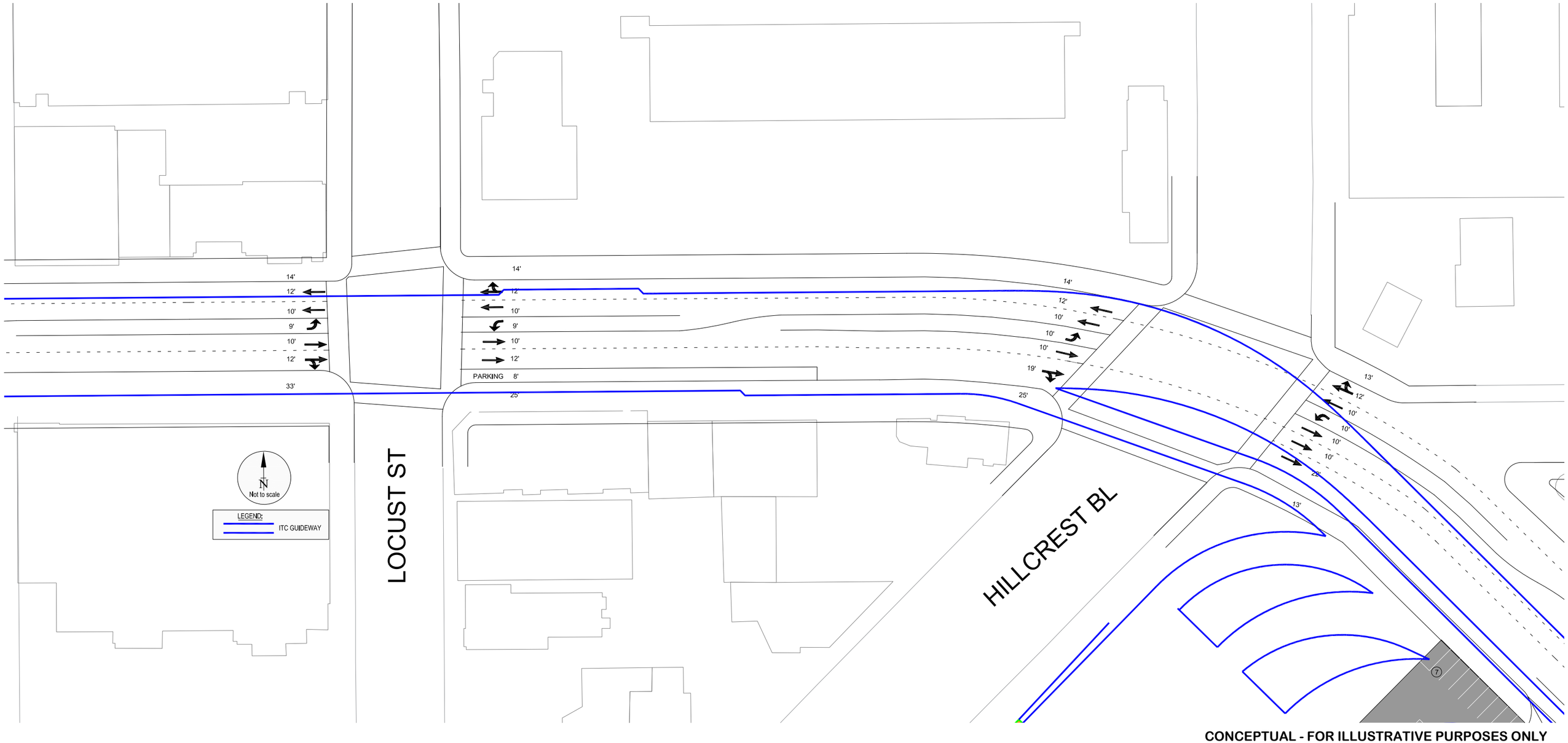
CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

ATTACHMENT A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING



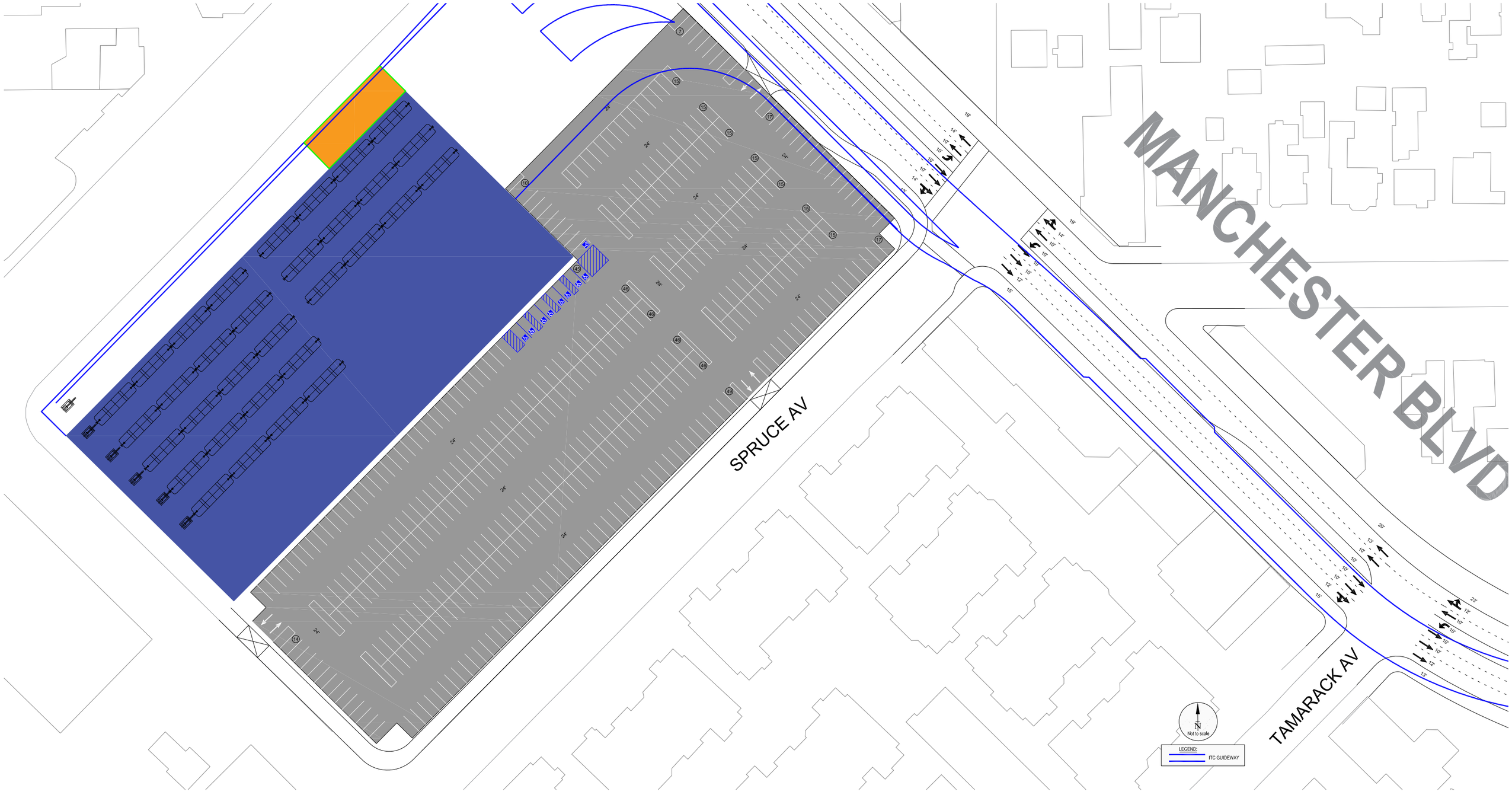
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ATTACHMENT A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING



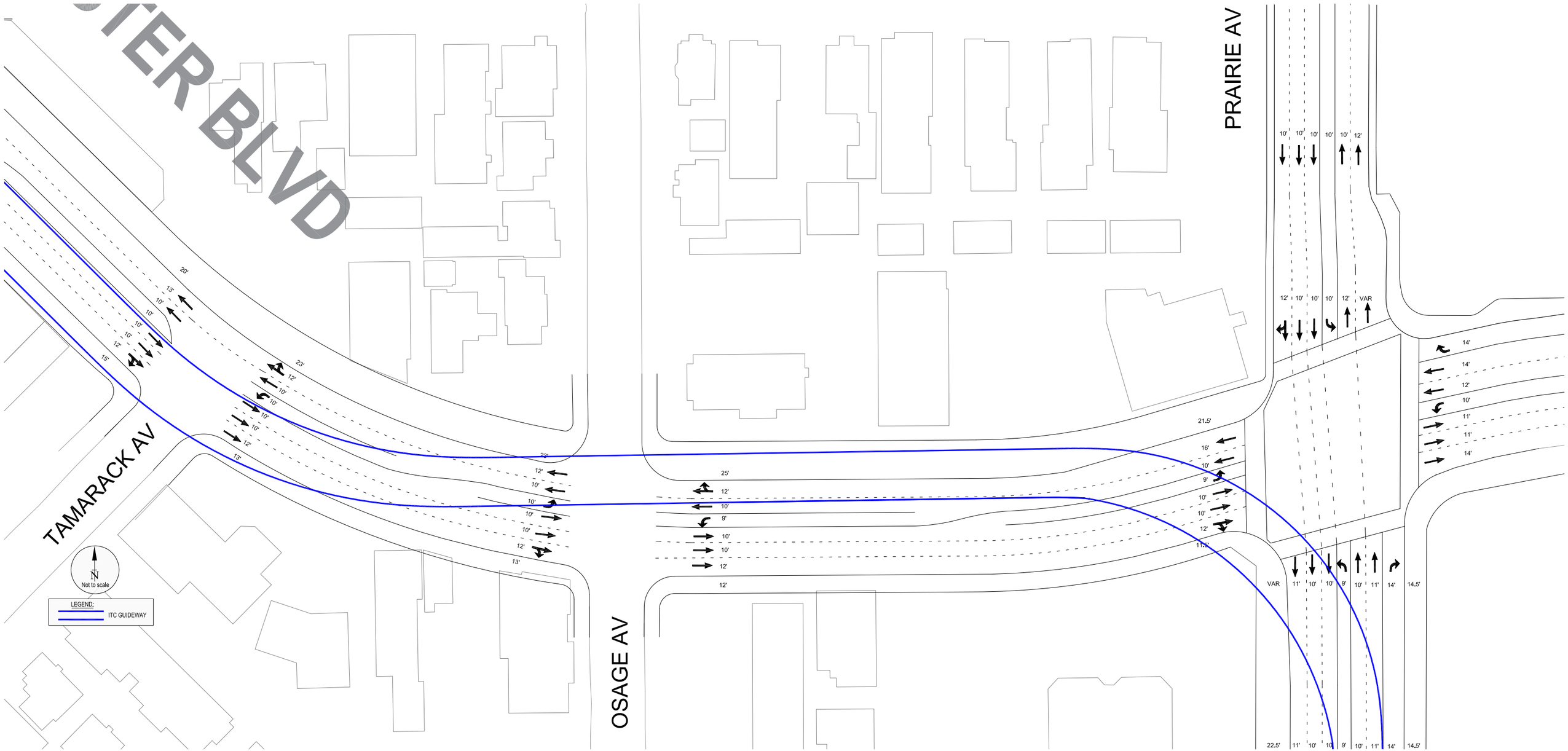
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ATTACHMENT A2
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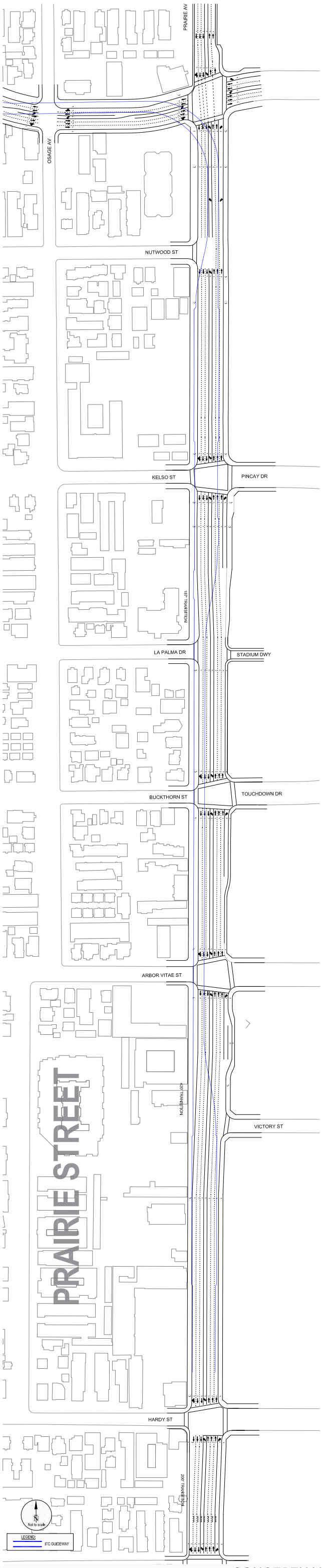


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ATTACHMENT A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING



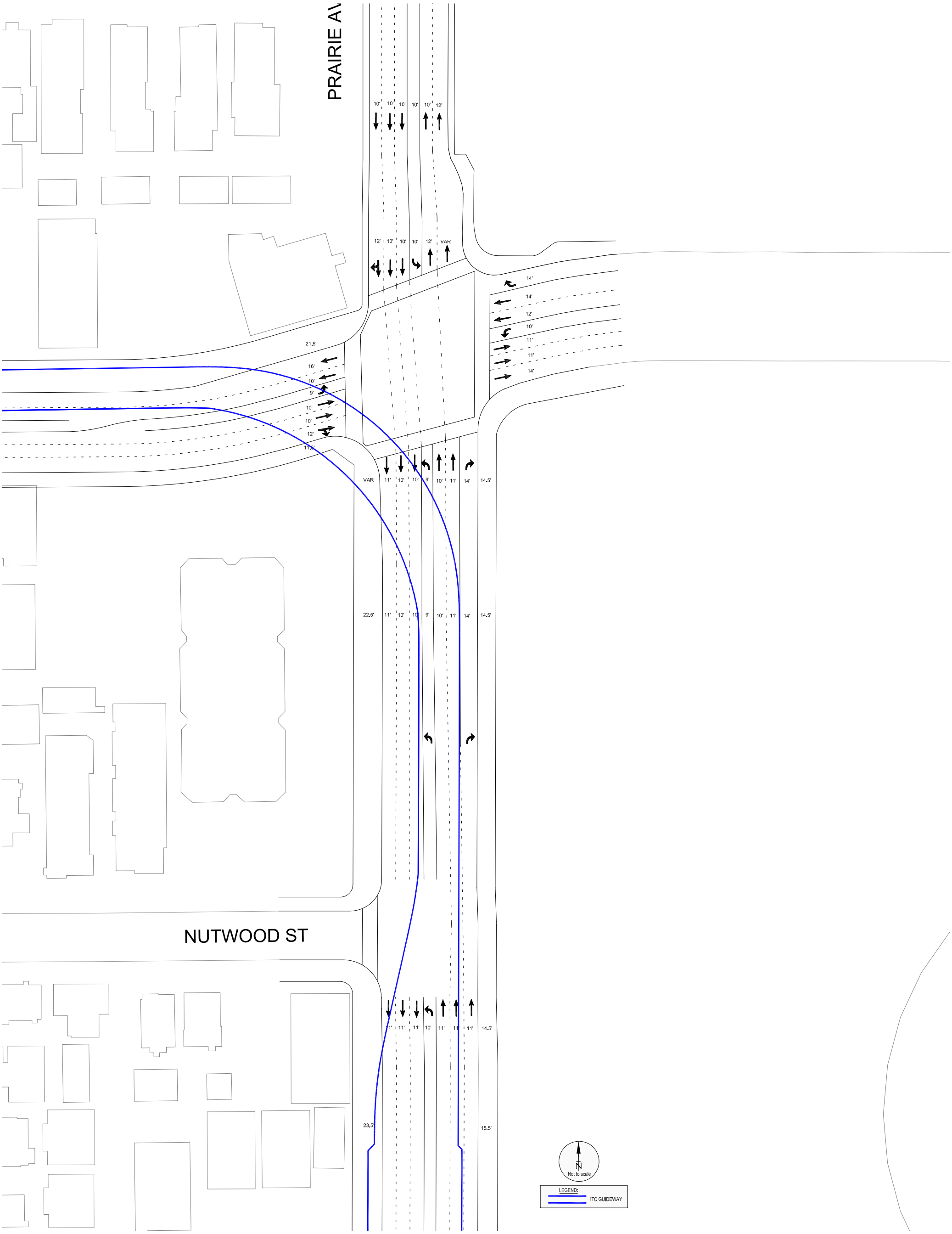
ATTACHMENT A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING



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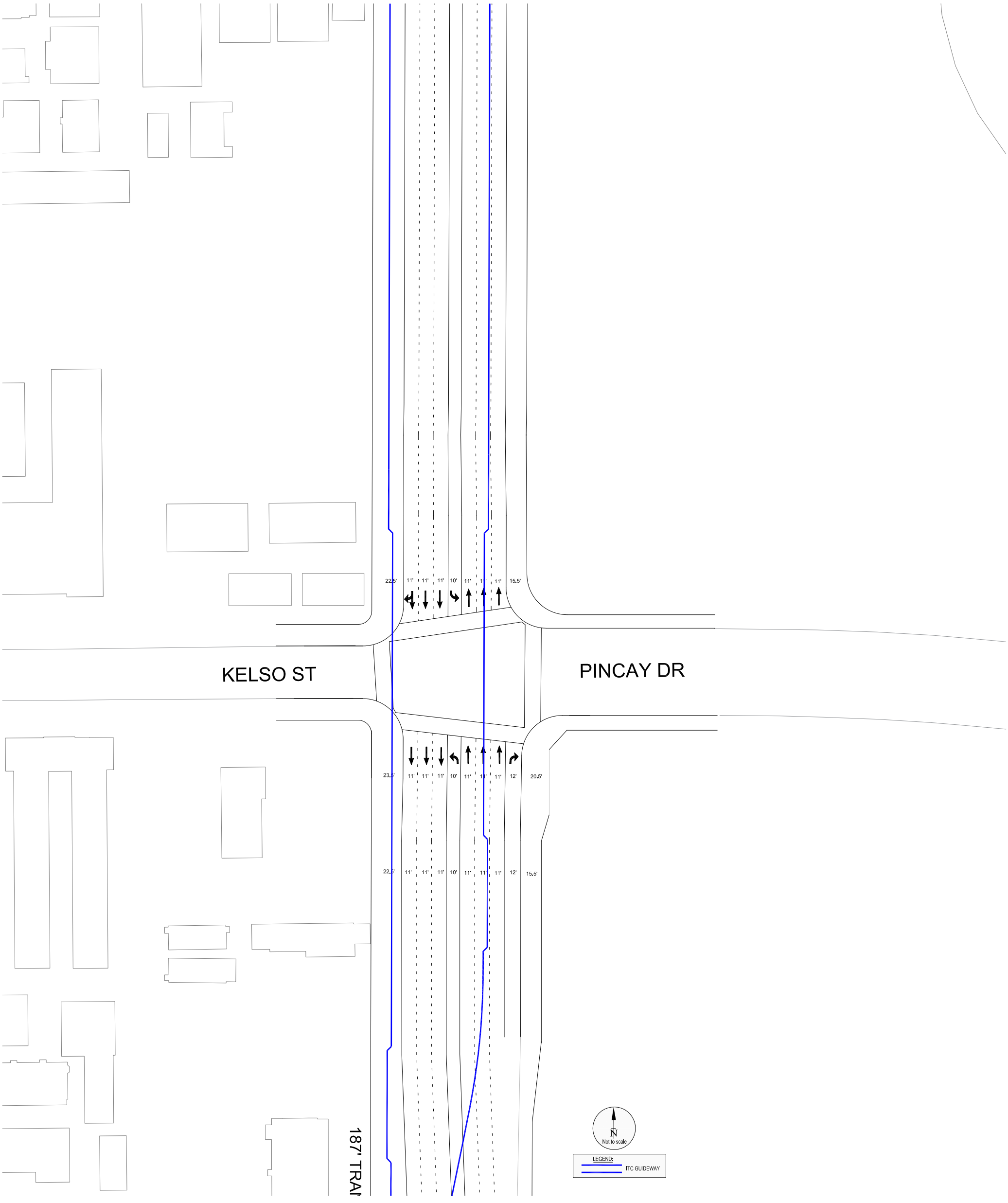
ATTACHMENT A3

PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING



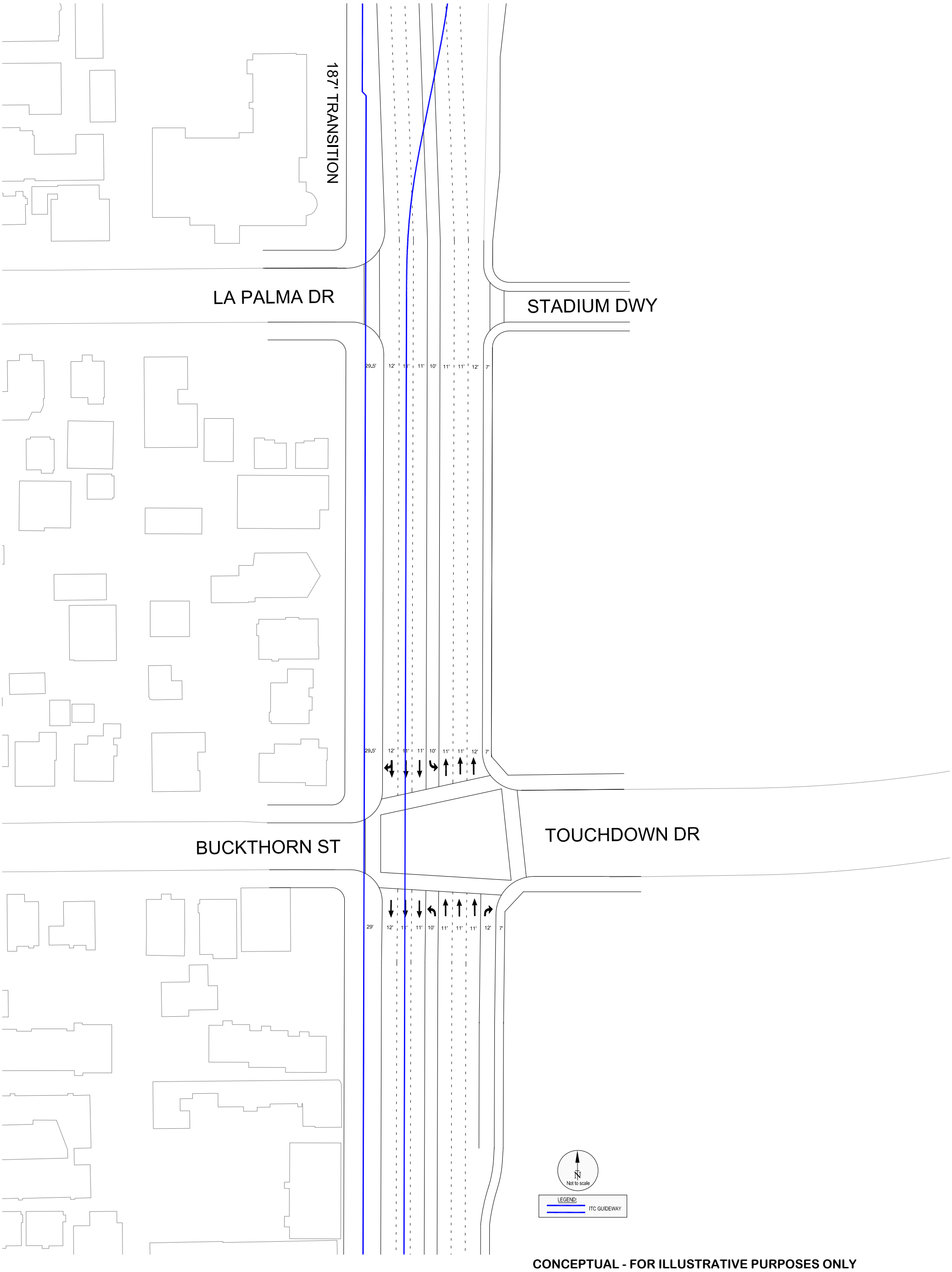
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ATTACHMENT A3
PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING



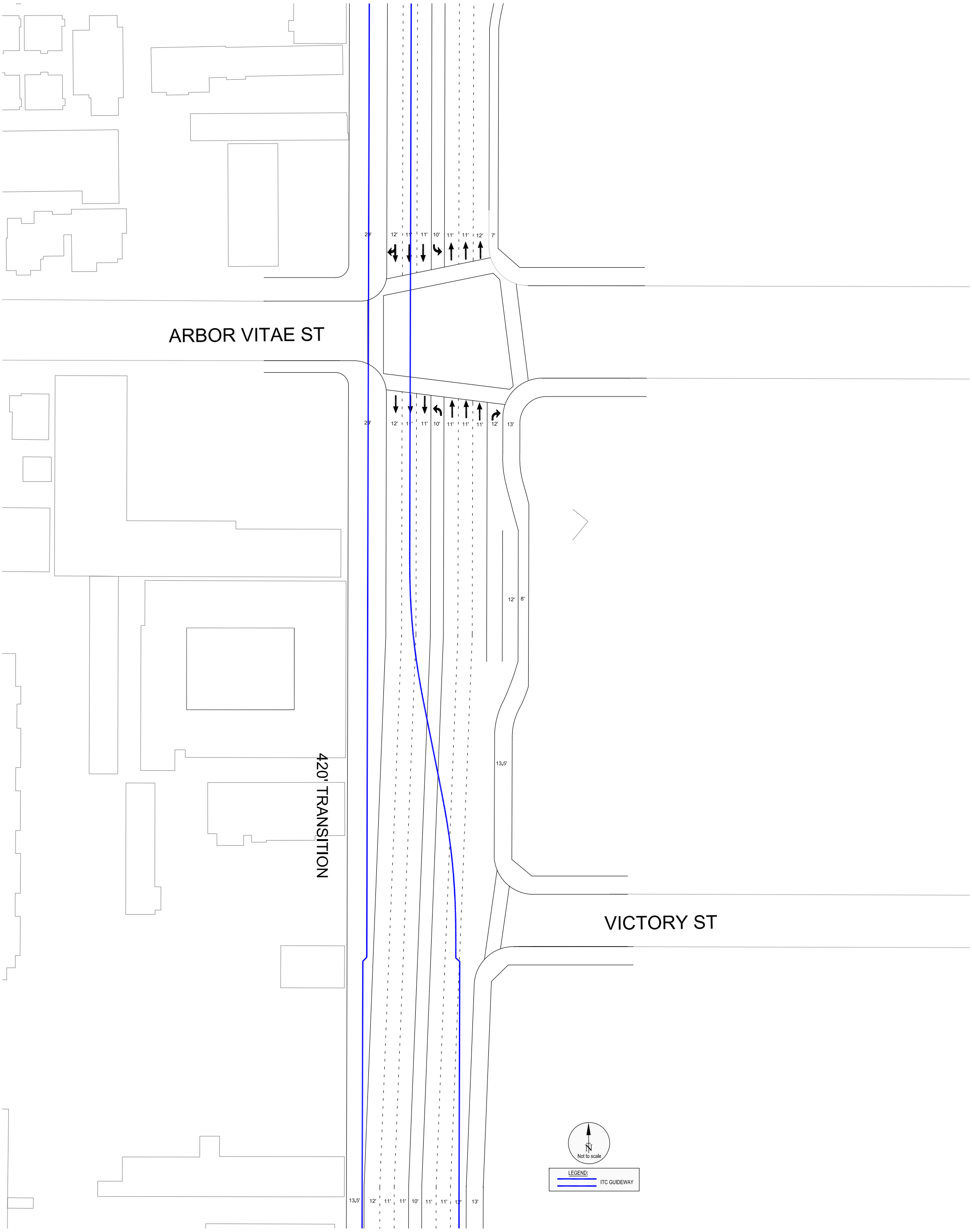
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ATTACHMENT A3
PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING



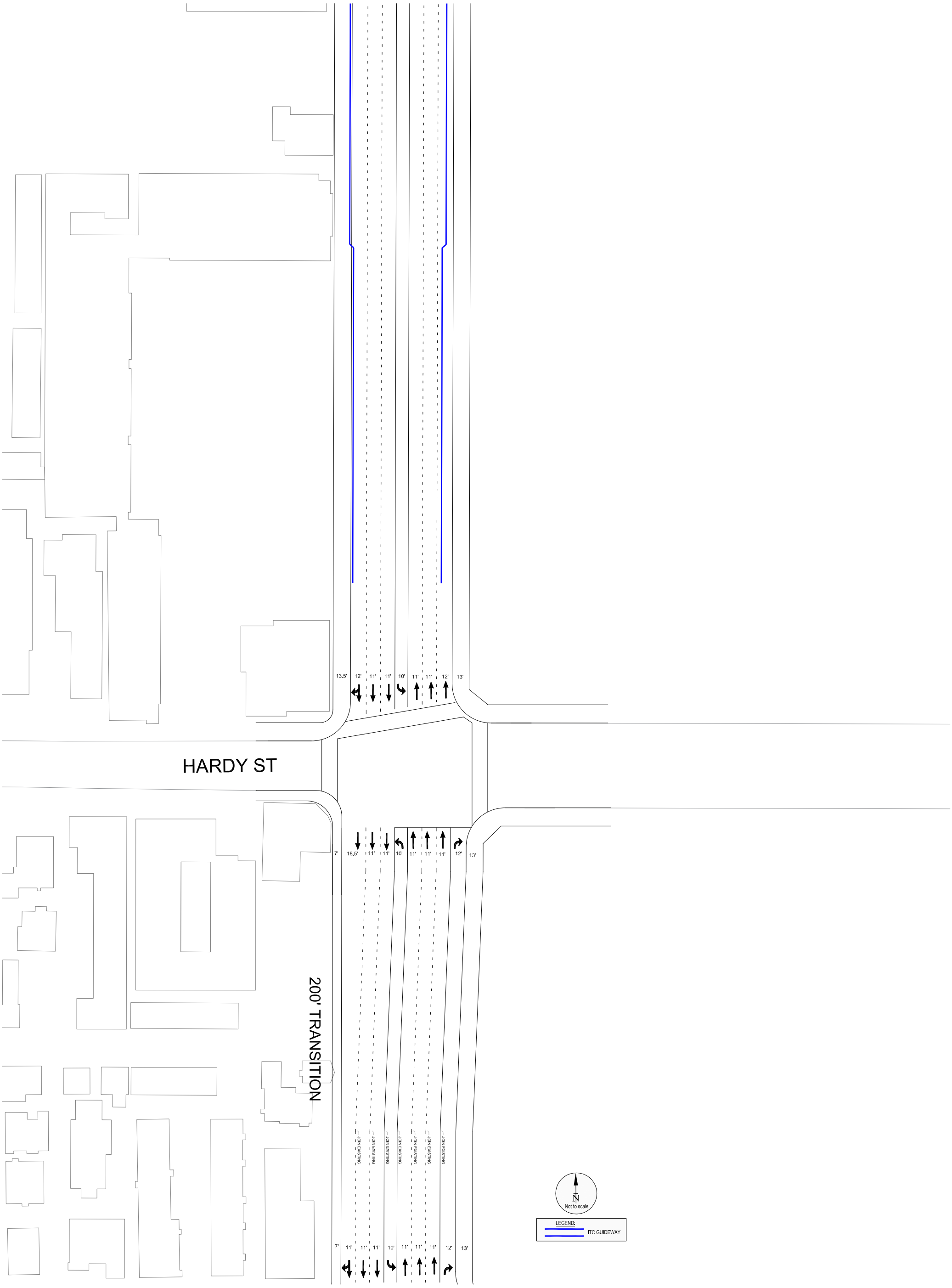
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ATTACHMENT A3
PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

ATTACHMENT A3
PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING



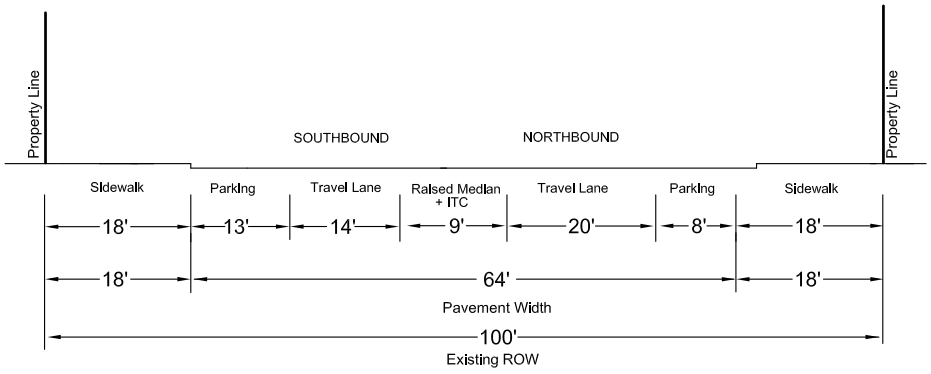
CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

ATTACHMENT A3
PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING

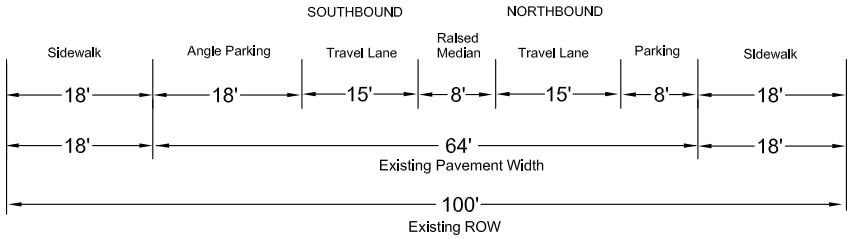
APPENDIX B

CONCEPTUAL TYPICAL CROSS-SECTIONS

MARKET STREET, LOOKING NORTH
BETWEEN REGENT ST & QUEEN ST

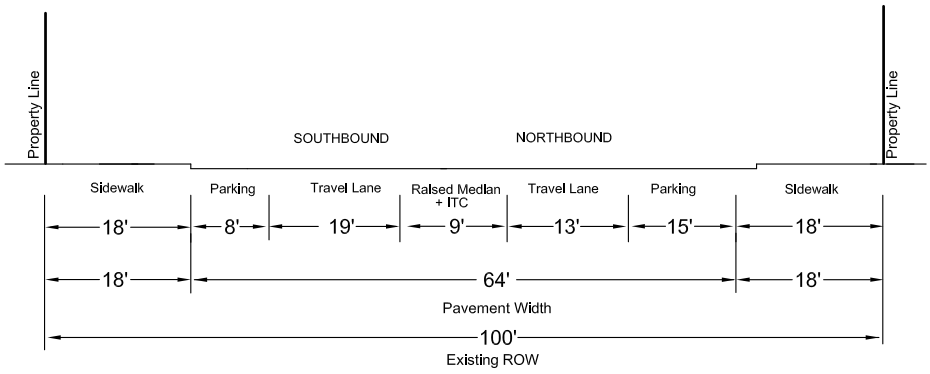


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

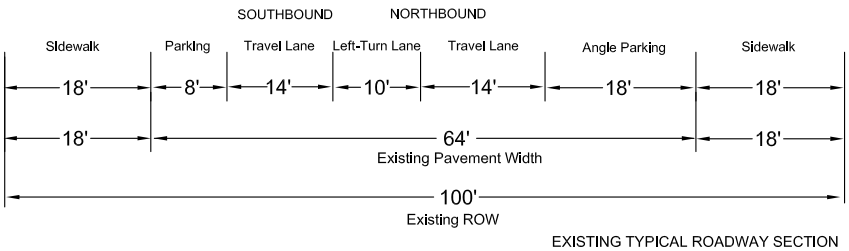


EXISTING TYPICAL ROADWAY SECTION

MARKET STREET, LOOKING NORTH
BETWEEN QUEEN ST & MANCHESTER BL



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

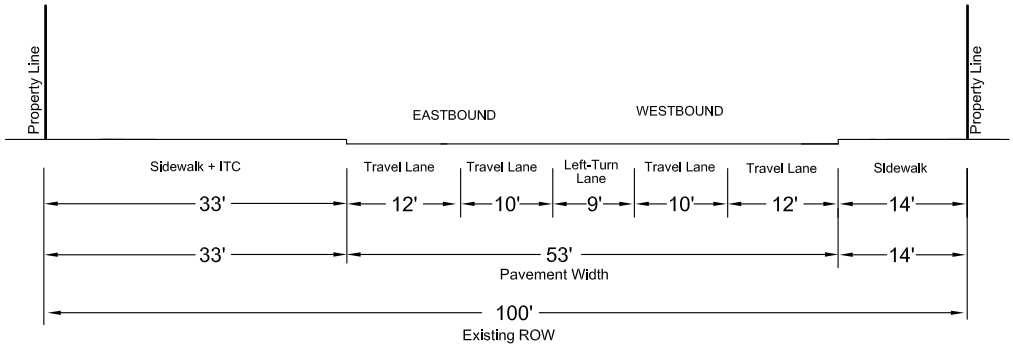


EXISTING TYPICAL ROADWAY SECTION

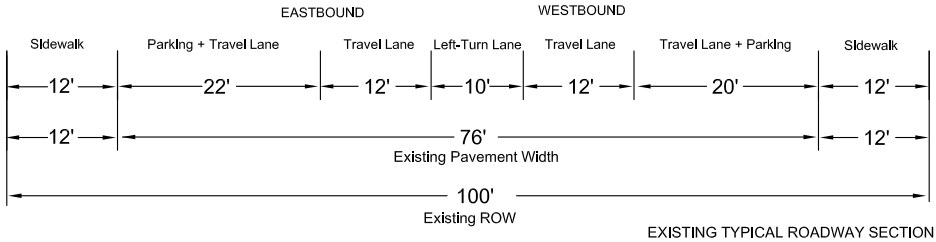
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MARKET STREET- TYPICAL CROSS SECTIONS

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN MARKET ST & LOCUST AV

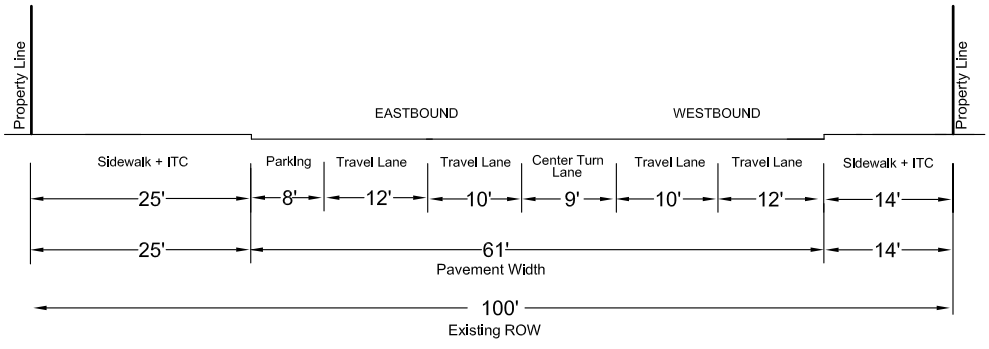


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

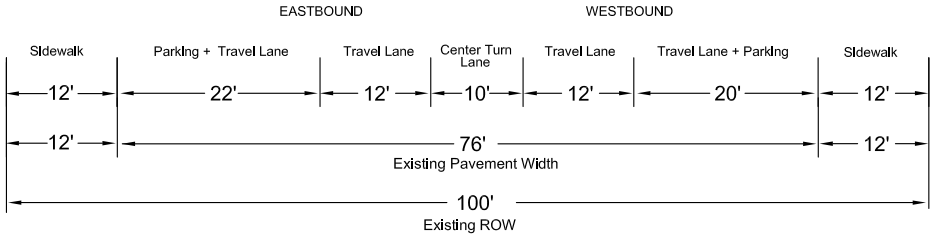


EXISTING TYPICAL ROADWAY SECTION

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN LOCUST AV & HILLCREST BL



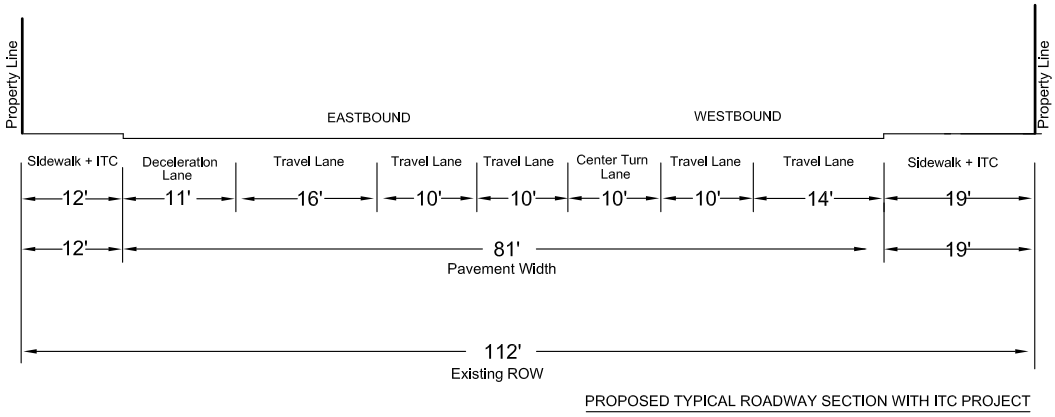
PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



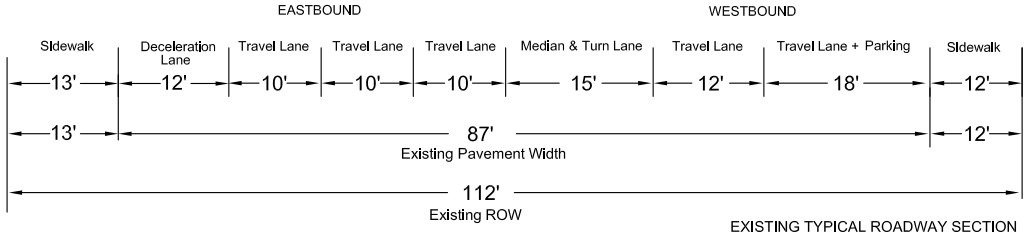
EXISTING TYPICAL ROADWAY SECTION

Not to scale

MANCHESTER BOULEVARD, LOOKING WEST
BETWEEN HILLCREST BL & SPRUCE AV

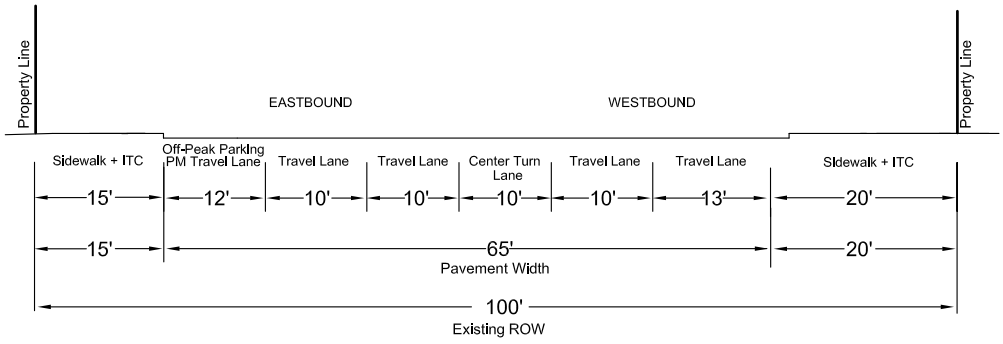


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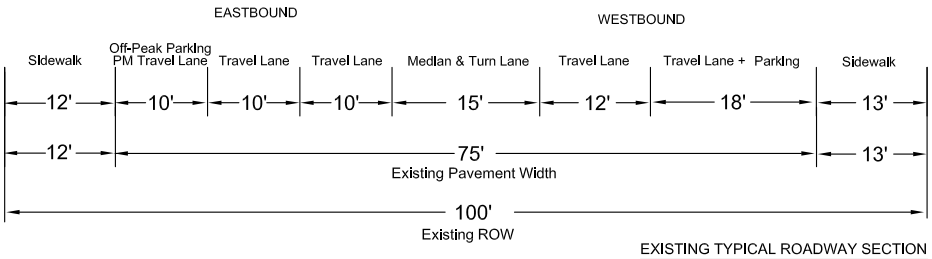


EXISTING TYPICAL ROADWAY SECTION

MANCHESTER BOULEVARD, LOOKING WEST
BETWEEN SPRUCE AV & TAMARACK AV



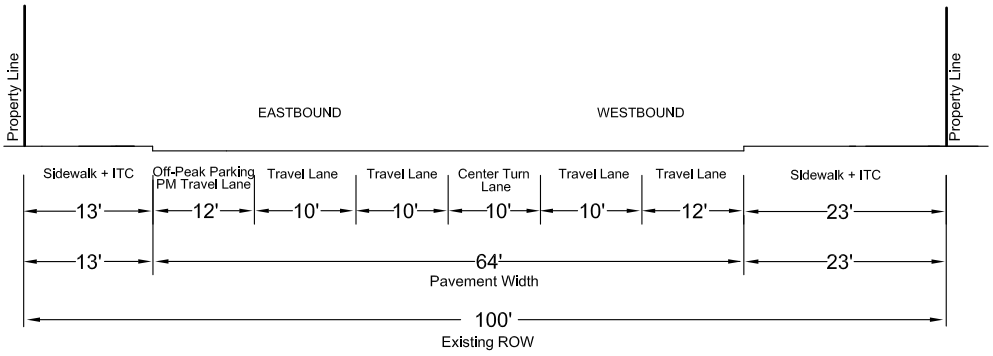
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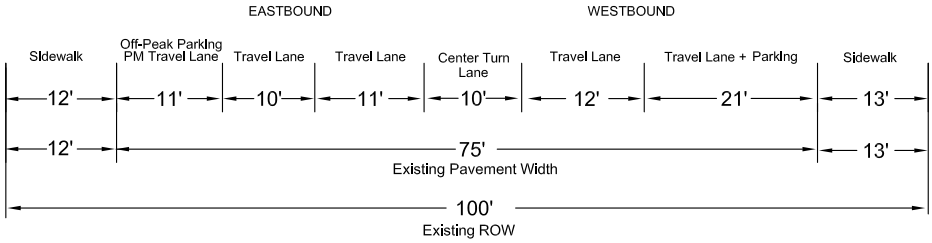
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MANCHESTER BOULEVARD, LOOKING WEST
BETWEEN TAMARACK AV & OSAGE AV

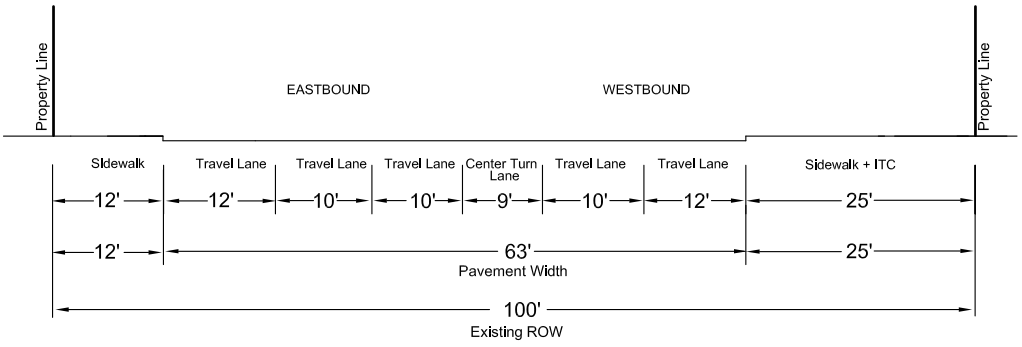


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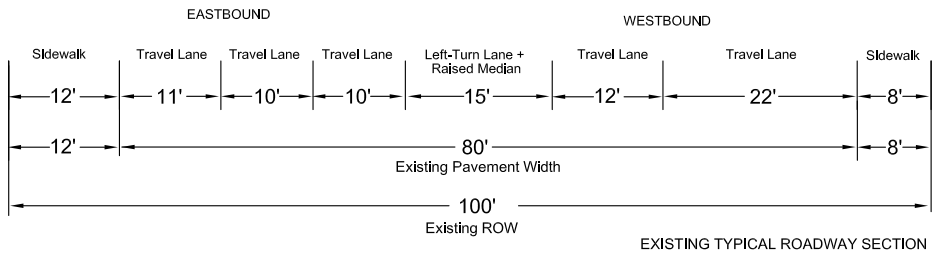


EXISTING TYPICAL ROADWAY SECTION

MANCHESTER BOULEVARD, LOOKING WEST
BETWEEN OSAGE AV & PRAIRIE AV



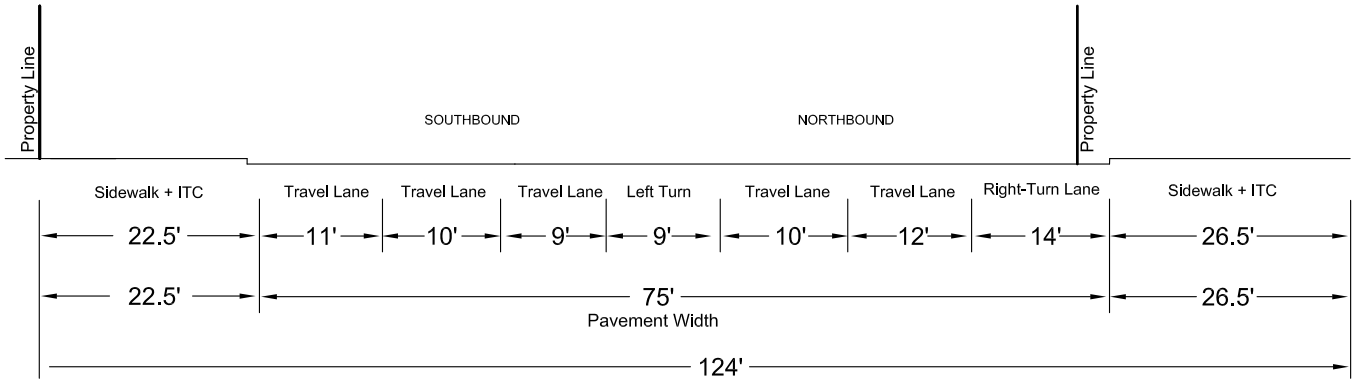
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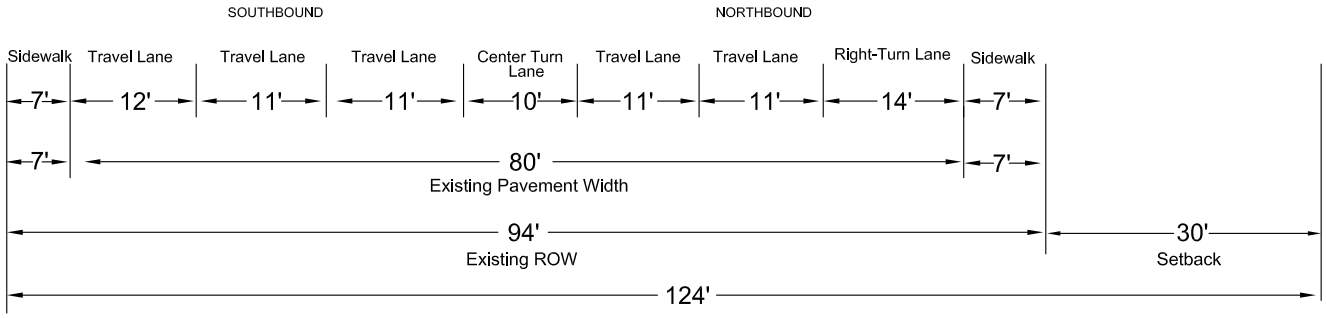
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PRAIRIE AVENUE, LOOKING NORTH
BETWEEN MANCHESTER BL & NUTWOOD ST

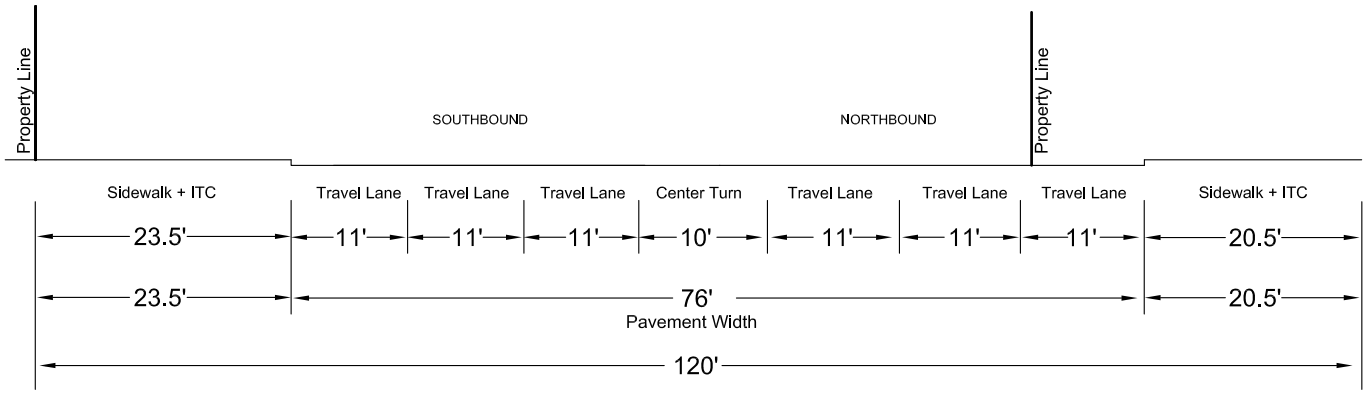


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

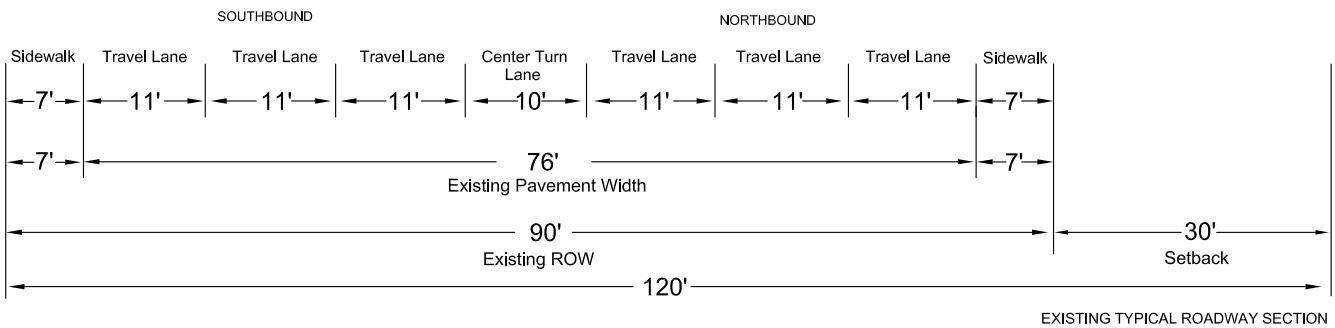


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH
BETWEEN NUTWOOD ST & KELSO ST/PINCAY DR



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

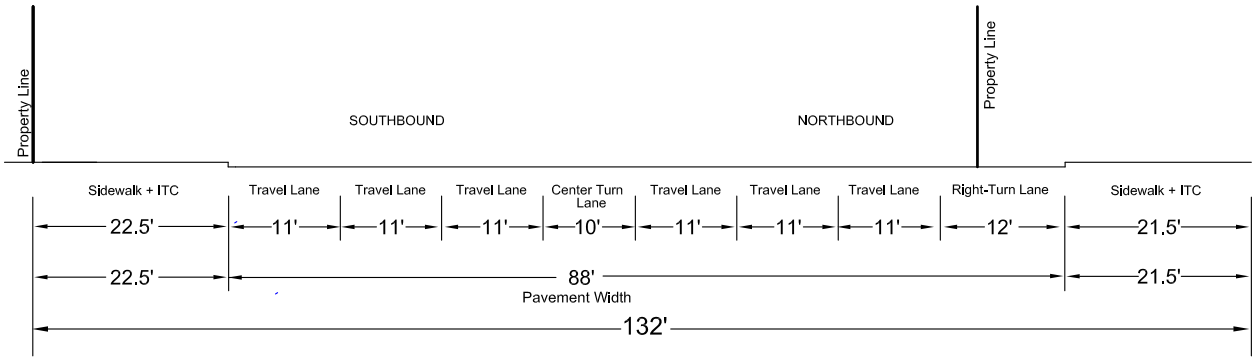


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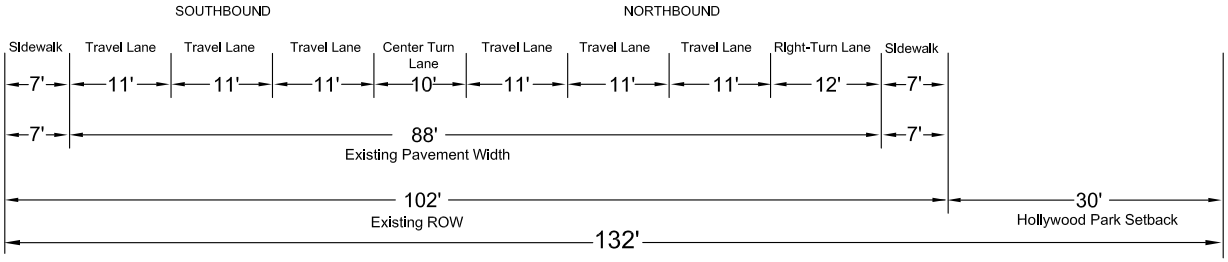
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PRAIRIE AVENUE - TYPICAL CROSS SECTIONS

PRAIRIE AVENUE, LOOKING NORTH
BETWEEN KELSO ST/PINCAY DR & LA PALMA DR

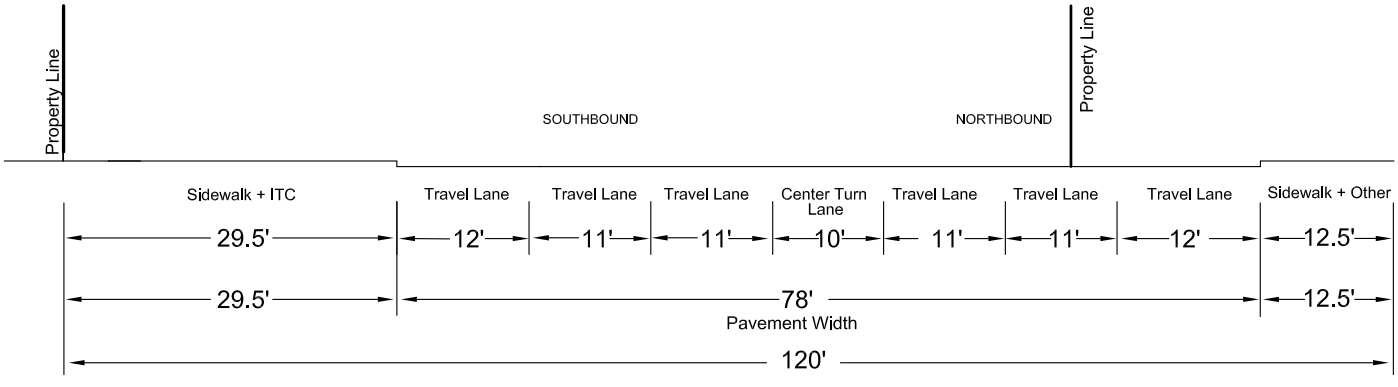


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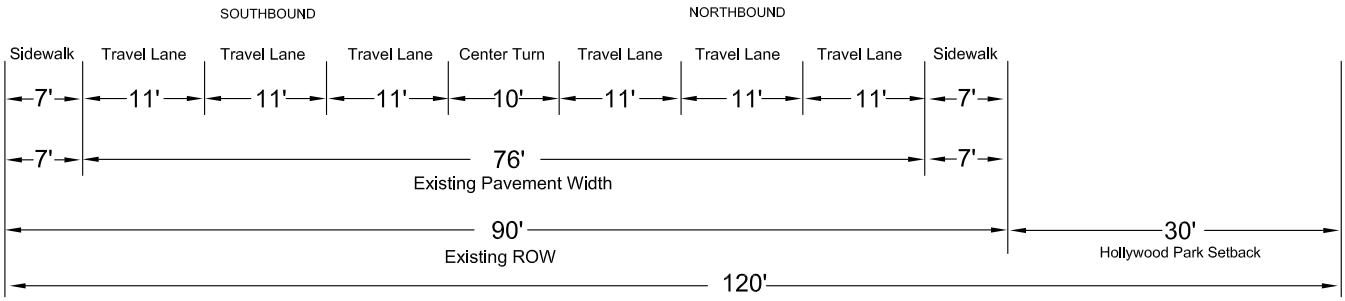


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH
BETWEEN LA PALMA DR & BUCKTHORN ST/TOUCHDOWN DR



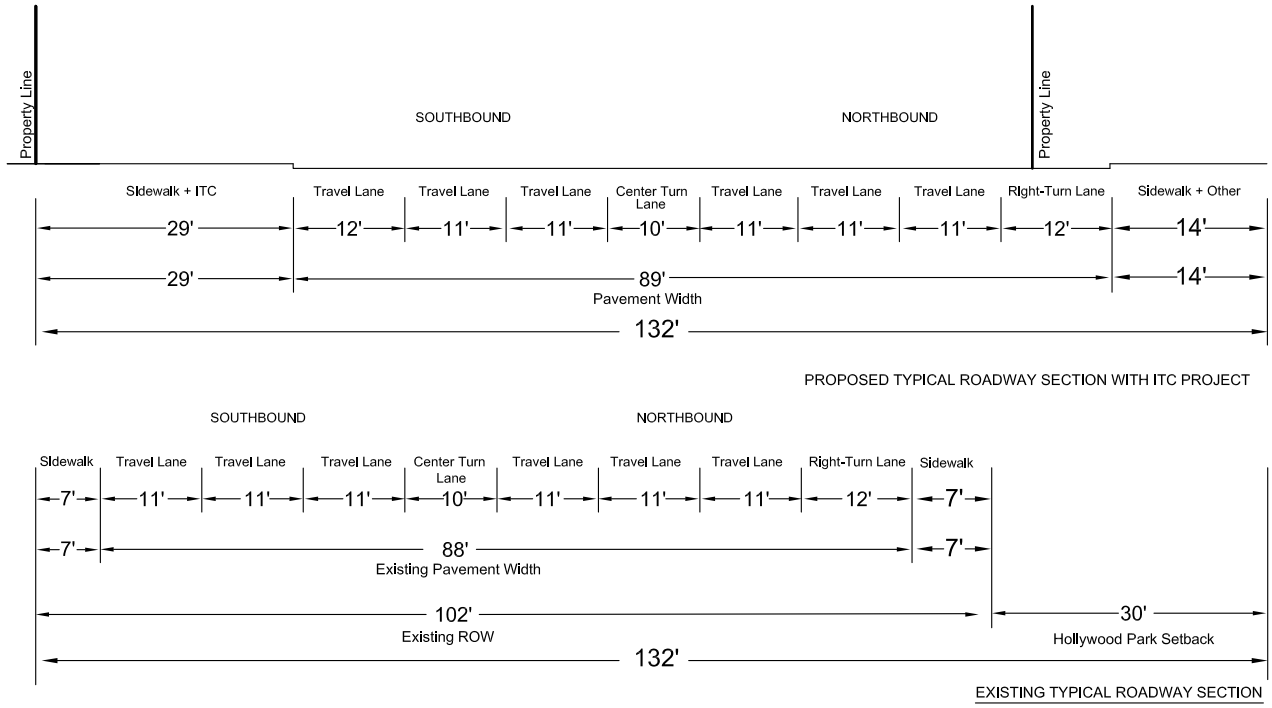
PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION

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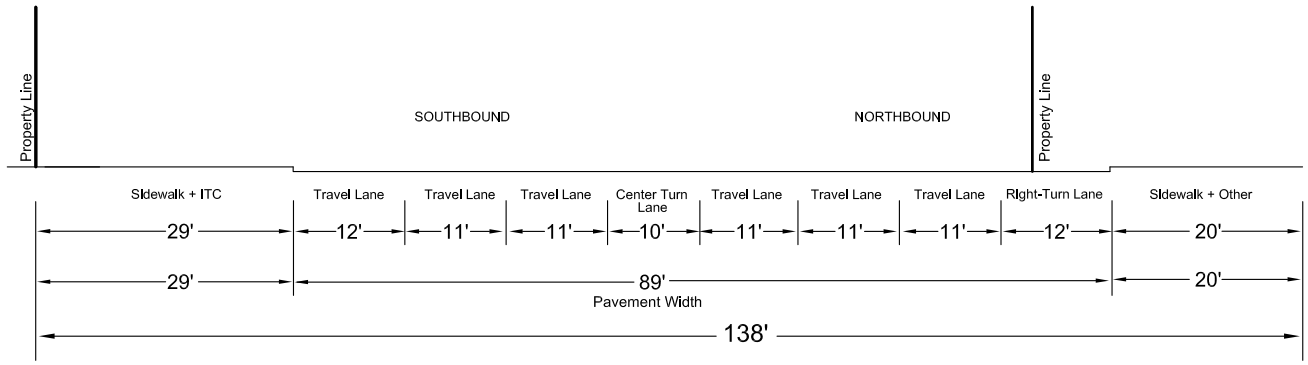
PRAIRIE AVENUE, LOOKING NORTH
BETWEEN BUCKTHORN ST/TOUCHDOWN DR & ARBOR VITAE ST



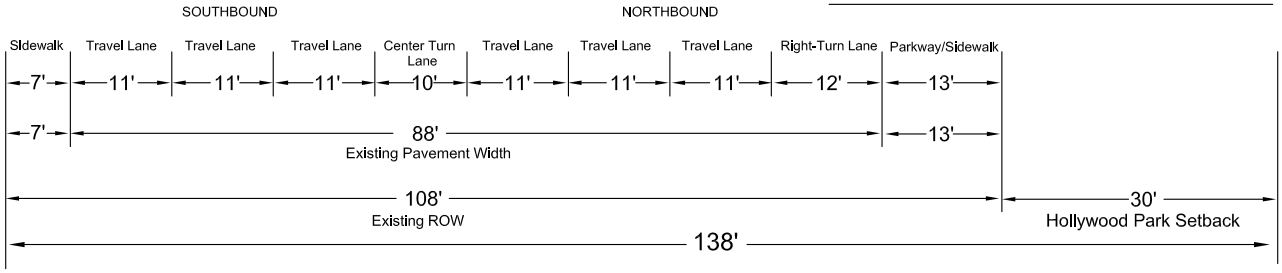
PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH
BETWEEN ARBOR VITAE ST & VICTORY ST



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

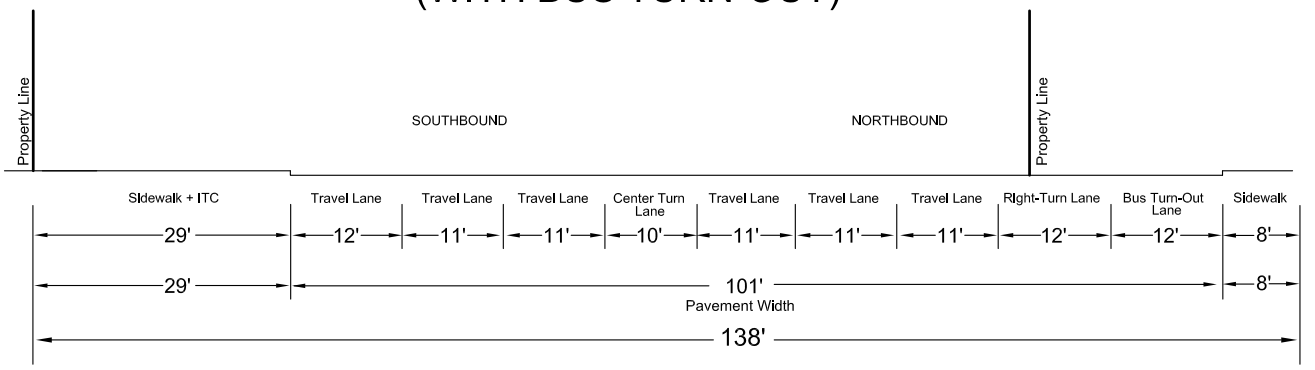


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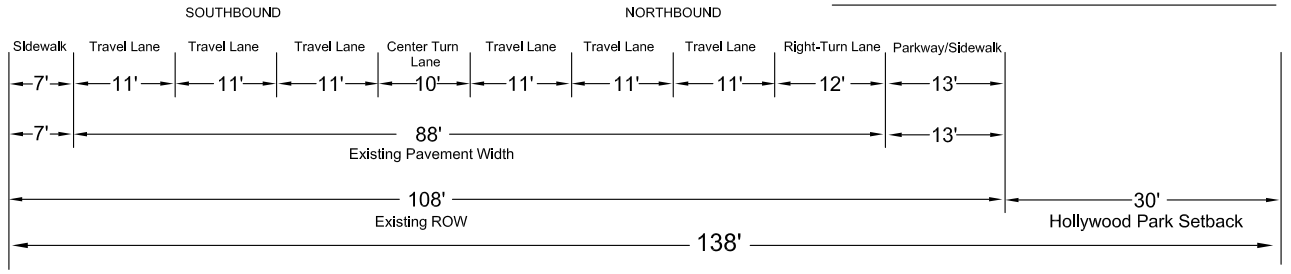
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PRAIRIE AVENUE - TYPICAL CROSS SECTIONS

PRAIRIE AVENUE, LOOKING NORTH
BETWEEN ARBOR VITAE ST & VICTORY ST
(WITH BUS TURN-OUT)

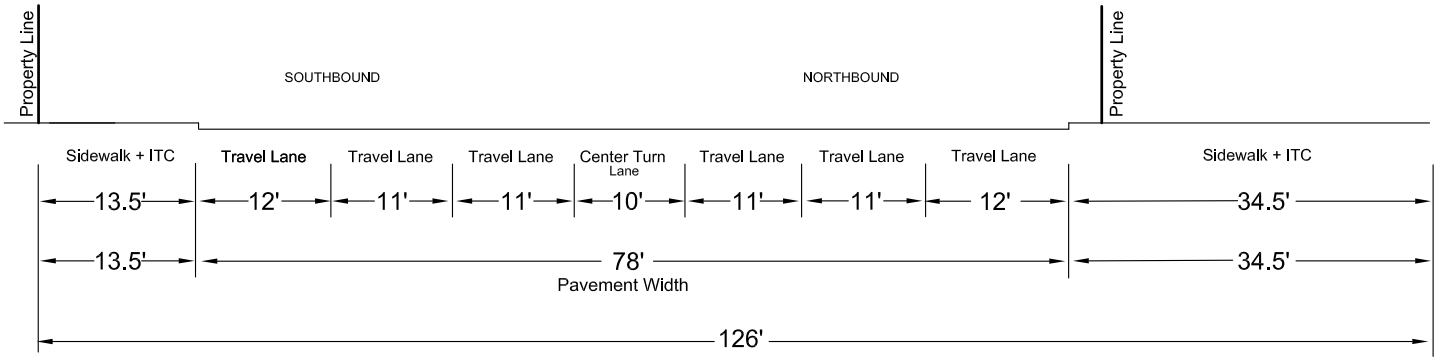


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

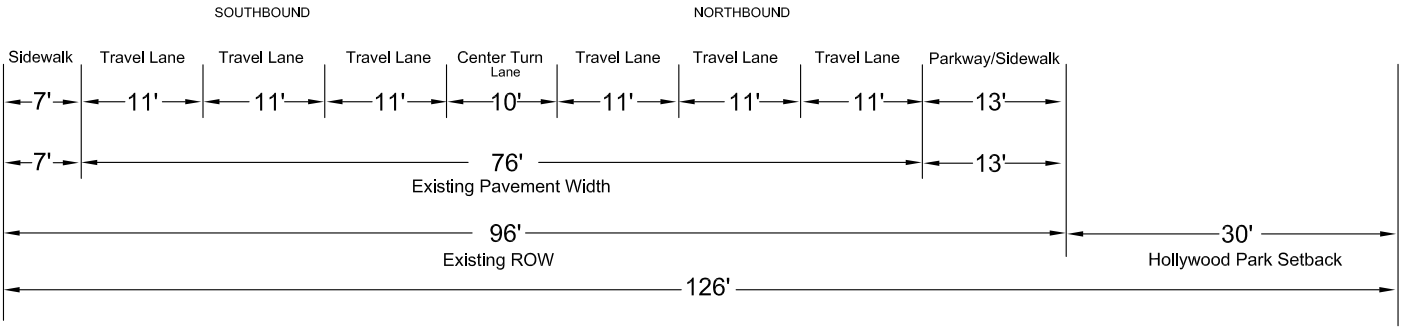


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH
BETWEEN VICTORY ST & HARDY ST



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION

Not to scale

PRAIRIE AVENUE - TYPICAL CROSS SECTIONS

APPENDIX C

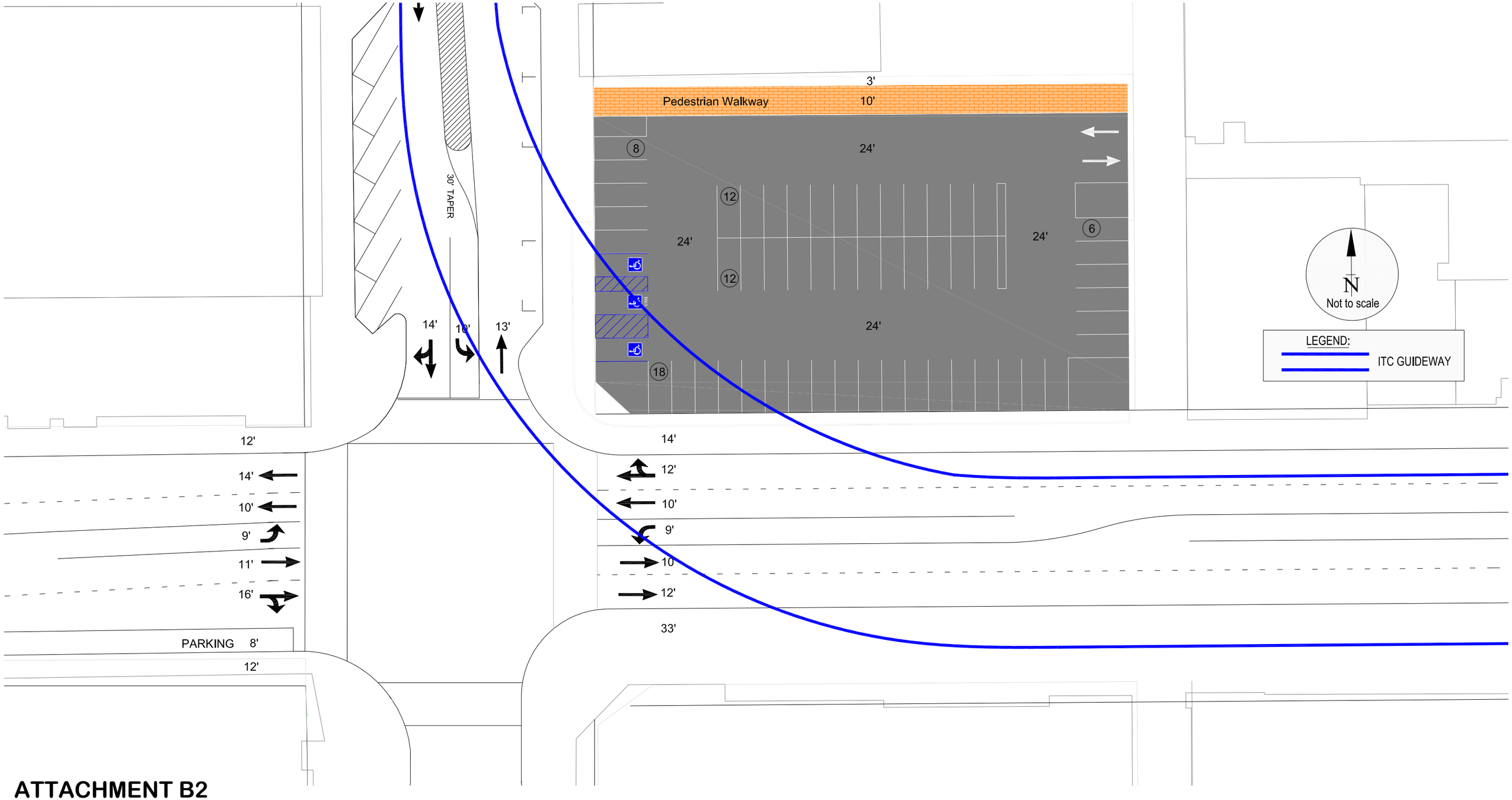
CONCEPTUAL PARKING LAYOUTS



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

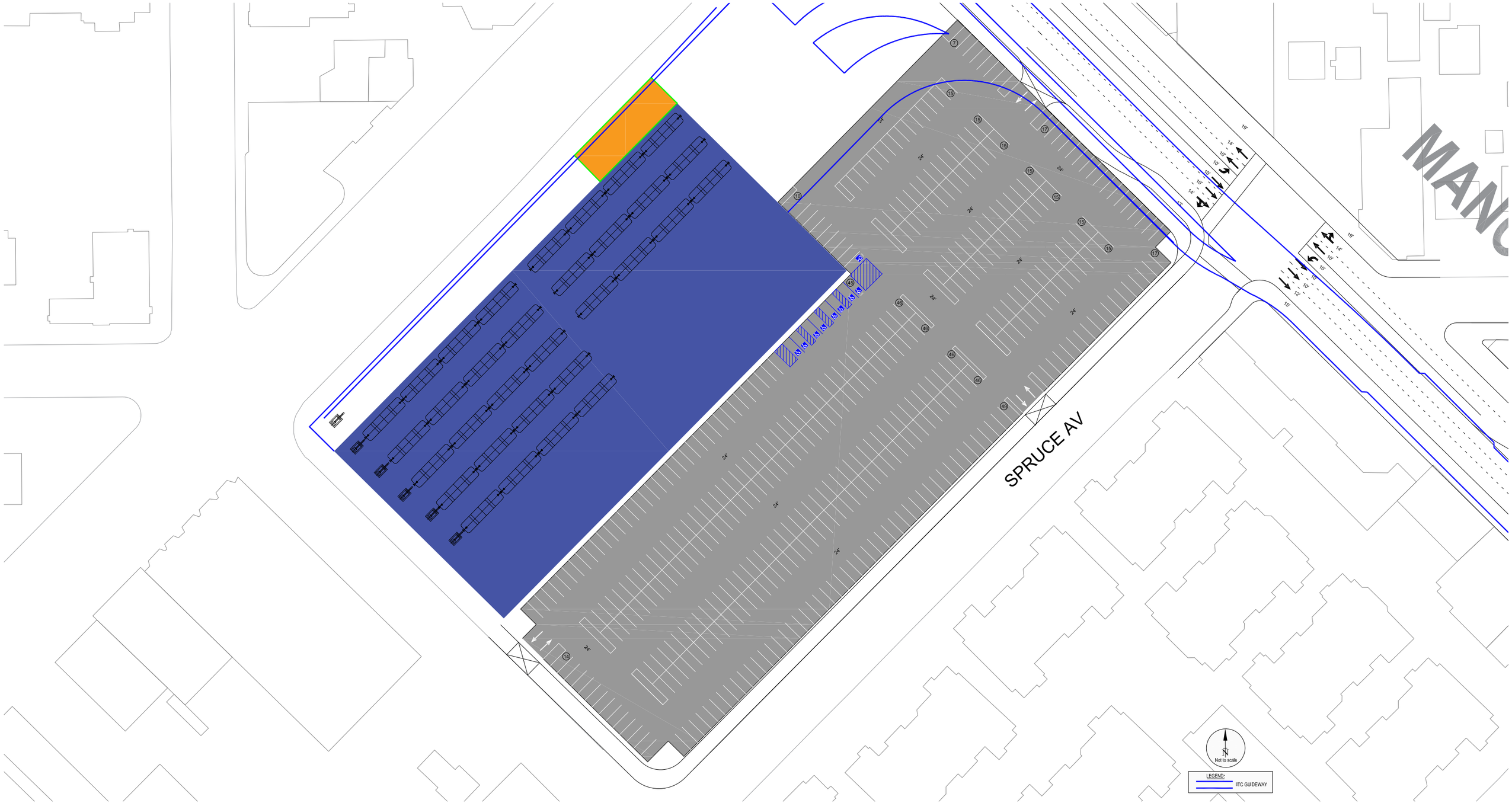
ATTACHMENT B1

CONCEPTUAL ROADWAY STRIPING - PICK-UP/DROP-OFF AREAS AND PARKING/ACCESS LAYOUT



ATTACHMENT B2
MARKET ST/MANCHESTER BL SITE SURFACE PARKING LOT
CONCEPTUAL PARKING AND ACCESS LAYOUT

CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY



ATTACHMENT B3
MSF SITE SURFACE PARKING LOT
CONCEPTUAL PARKING AND ACCESS LAYOUT

CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX D

EVENT TRAVEL CHARACTERISTICS

APPENDIX D

This section provides details of the travel characteristics associated with all types of events at each of the venues within the LASED in Inglewood. Additionally, analysis of annual vehicle miles traveled metrics using the event-based travel demand model with Metro's mode split model data and ArcGIS network analyst extension is also provided in this section.

SoFi (NFL) Stadium – NFL Football Games

Trip Generation

Trip generation estimates were developed for NFL football games at the SoFi Stadium, based on number of attendees and employees, their mode split and average vehicle occupancy (AVO). A sold-out event with the maximum number of attendees and employees were assumed in the Event Travel Demand Model (70,240 attendees and 6,000 employees). Mode splits and AVO were developed using assumptions and parameters consistent with those provided in the *Inglewood Sports and Entertainment District Transportation Management and Operations Plan*, City of Inglewood Public Works Department, August 2019 (TMOP). The AVO for attendees using private vehicle mode (autos) was estimated at 3.0 and the AVO for attendees using the Transportation Network Companies (TNCs) mode was estimated at 2.4. The AVO for employees using private vehicles and TNCs was estimated at 1.18, based on the 2017 National Household Travel Survey for commute trips consistent with the assumptions in the *Inglewood Basketball and Entertainment Center Draft Environmental Impact Report*, December 2019 (IBEC DEIR).

Utilizing these mode splits and AVOs, the NFL event vehicular trip generation was determined. Table D1 summarizes the NFL game day daily trip (round trip) generation estimates under the 'without' and 'with ITC Project' conditions for the Future Opening Year (2026) and the Future Horizon Year (2045) scenarios. As indicated in the table, an NFL football game is estimated to generate a total of 27,374 daily vehicle trips for the 'without ITC Project' under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the NFL game event would generate a total of 23,540 daily vehicle trips under Future Opening Year (2026) conditions and 22,294 daily vehicle trips under Future Horizon Year (2045) conditions.

TABLE D1

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL STADIUM FOOTBALL GAME

NFL STADIUM FOOTBALL GAME WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

		Auto				TNC				Transit		Bike/Walk		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Bike/Walk %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	70,240	83.4%	58,600	3.0	19,533	10.3%	7,225	2.4	3,010	5.0%	3,512	1.3%	903	22,543
Employees	6,000	93.0%	5,580	1.18	4,729	2.0%	120	1.18	102	3.9%	236	1.1%	64	4,831
Total	76,240	-	64,180	-	24,262	-	7,345	-	3,112	-	3,748	-	967	27,374

NFL STADIUM FOOTBALL GAME WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

		Auto				TNC				Transit		Bike/Walk		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Bike/Walk %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	70,240	74.0%	51,997	3.0	16,232	10.3%	7,225	2.4	3,010	14.4%	10,115	1.3%	903	19,242
Employees	6,000	82.5%	4,952	1.18	4,196	2.0%	120	1.18	102	14.4%	864	1.1%	64	4,298
Total	76,240	-	56,949	-	20,428	-	7,345	-	3,112	-	10,979	-	967	23,540

NFL STADIUM FOOTBALL (RAMS) GAME WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

		Auto				TNC				Transit		Bike/Walk		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Bike/Walk %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	70,240	70.9%	49,820	3.0	15,143	10.3%	7,225	2.4	3,010	17.5%	12,292	1.3%	903	18,153
Employees	6,000	79.4%	4,766	1.18	4,039	2.0%	120	1.18	102	17.5%	1,050	1.1%	64	4,141
Total	76,240	-	54,586	-	19,182	-	7,345	-	3,112	-	13,342	-	967	22,294

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase in transit mode share and ITC ridership, compared to Future Opening Year (2026) conditions; and consequently, would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. For the NFL football games, the number of required parking spaces is anticipated to be more than the 9,000 on-site parking spaces provided at the Hollywood Park site. The City of Inglewood has identified several city-owned parking facilities and other nearby local parking providers to offer parking for the event. Off-site parking facilities would be provided for NFL football games as shown in Table D2 and Figure D1 (as identified in NFL Stadium's TMOP and IBEC DEIR). As shown, a total of 23,969 parking spaces would be available for attendees for the NFL football events. Shuttle services between the off-site parking facilities and the NFL Stadium during event days would be operated to connect these parking facilities that are not within the walking distance from the Stadium. Attendees of NFL football games would pre-purchase parking at the selected off-site parking locations and then be shuttled to the NFL Stadium.

The Los Angeles Gateway Area parking facilities would be utilized for NFL football game employees. A total of 6,660 parking spaces would be available for employees for the NFL football events. Employees would be shuttled from the Los Angeles Gateway Area to the NFL Stadium.

As indicated in the NFL Stadium's TMOP, the City of Inglewood has developed an intermodal transit center at the City-owned parcel adjacent to the Hollywood Park site. This proposed 4-acre Inglewood Intermodal Transit Facility (ITF) is located at the southeast corner of Prairie Avenue and Arbor Vitae Street and would be used for parking shuttle pick-up and drop-off operations for NFL Stadium attendees and employees.

Special Transit Service. Per the TMOP, special event service connecting Metro rail stations (Hawthorne/Lennox Station and Crenshaw Station at Metro C Line, and Downtown Inglewood Station at under-construction Metro LAX/Crenshaw Line) to the NFL Stadium are being proposed. This shuttle service will use the proposed ITF as the designated pick-up/drop-off location.

Rideshare Locations. Per the City's NFL Stadium game day TMOP, Pincay Drive on the north side between Kareem Court and east of Renaissance Gateway would be used as rideshare drop-off location during event arrival hours. During event departure hours, Kareem Court between the north Forum driveway (Kareem North Gate) and Pincay Drive would be used as rideshare pick-up locations.

TABLE D2
PARKING LOCATIONS FOR NFL FOOTBALL GAME EVENT

Name	Address	Total Spaces	Available Spaces	Transportation to Stadium
Attendees				
NFL Stadium	1050 S Prairie Av	9,000	9,000	Walk
FORUM	3900 W Manchester Bl	2,500	2,500	Walk
IBEC - South Parking Structure	3940 W Century Bl	650	650	Walk
IBEC - West Parking Structure	4036 W Century Bl	3,110	3,110	Walk
IBEC - East Parking Structure	3680 W Century Bl	365	365	Walk
City-owned Parking (Manchester)	3363 W Manchester Bl	85	85 [1]	Walk
City-owned Parking (Maple)	1170 Maple St	200	133 [2]	Walk
Civic Center Garage	1 W Manchester Bl	465	279 [1]	Shuttle
Senior Center Garage	335 E Queen St	151	90 [1]	Shuttle
Locust Street Garage	115 S Locust St	300	180 [1]	Shuttle
Playa District	6100 Center Dr	2,709	1,625 [1]	Shuttle
Century Office Garage	5200 W Century Bl	1,050	630 [1]	Shuttle
Pacific Concourse	5220 & 5230 Pacific Concourse Dr	800	480 [1]	Shuttle
El Camino College	16007 Crenshaw Bl	4,071	2,442 [1]	Shuttle
Wateridge Office Park	5161 W Slauson Av	2,200	1,320 [1]	Shuttle
Los Angeles Southwest College	1600 W Imperial Hwy	1,800	1,080 [1]	Shuttle
	Total	29,456	23,969	-
Employees				
Los Angeles Gateway Area	Between I-405 and LAX	9,990	6,660 [2]	Shuttle

[1] Available parking spaces identified in NFL Stadium's Transportation Management and Operations Plan (TMOP), August 2019.

[2] Available parking spaces identified in Inglewood Basketball and Entertainment Center (IBEC) DEIR, December 2019.

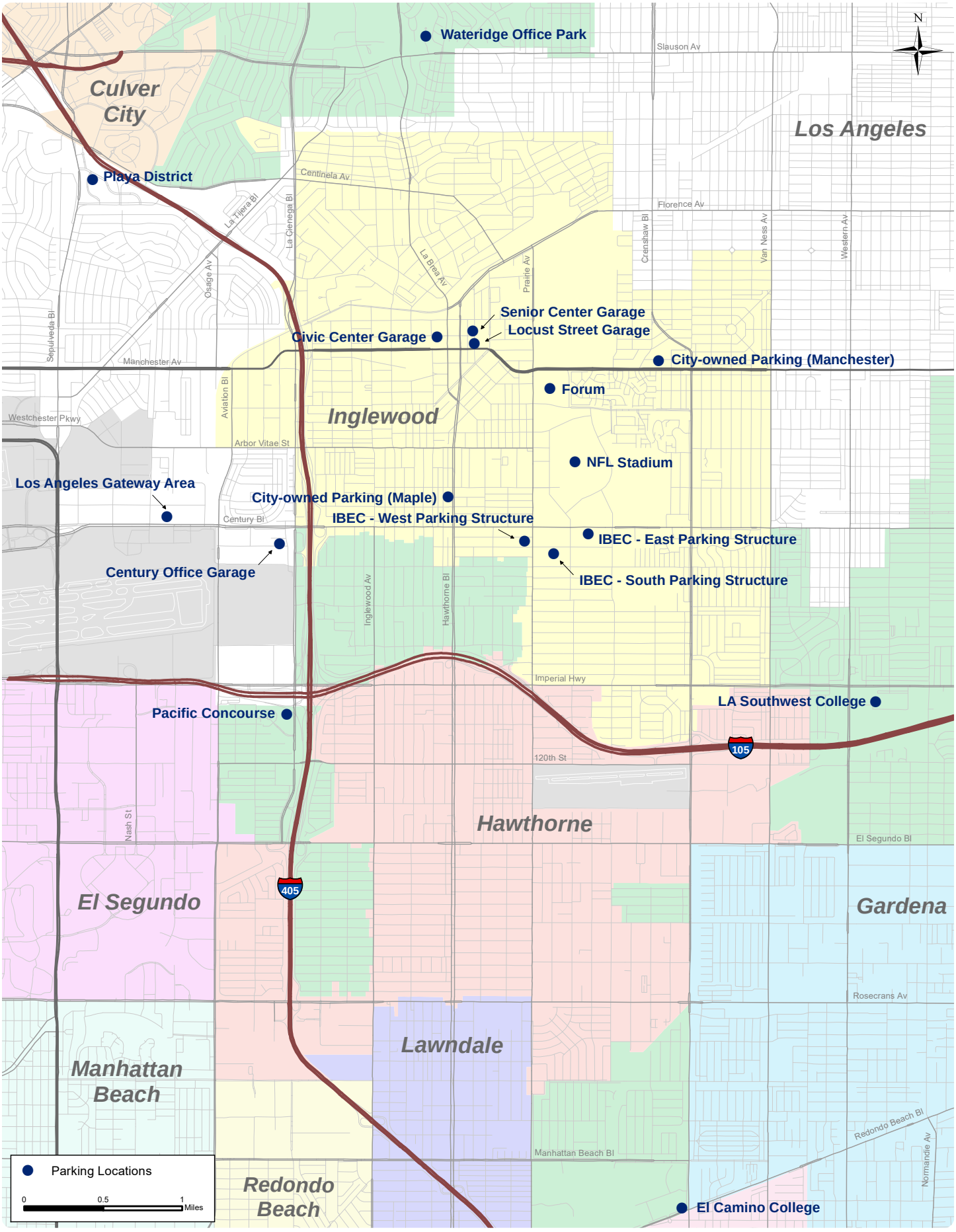


FIGURE D1
NFL FOOTBALL GAME PARKING LOCATIONS

RAJU Associates, Inc.

Trip Distribution. Trip distribution for the NFL football game event was based on ticket-sales data synthesized from season ticket-holders database from the 2016-2017 season. This data presents origins of attendees for Rams games held at the Los Angeles Memorial in 2016 by zip codes. The data was utilized to determine the overall distribution by access corridor into the NFL Stadium. The ArcGIS network analyst extension shortest-path methodology was utilized to find the path from the origin zip-codes to the NFL Stadium. The overall generalized geographic distribution of the NFL football game trips is shown in Figure D2 and summarized as follows:

- I-10 to and from the east: 4.1%
- I-10 to and from the west: 2.8%
- I-105 to and from the east: 33.0%
- I-105 to and from the west: 1.0%
- I-110 to and from the north: 12.3%
- I-110 to and from the south: 3.4%
- I-405 to and from the north: 24.5%
- I-405 to and from the south: 15.5%
- Local trips: 3.4%

NFL Stadium – Mid-Size Events

Trip Generation.

Trip generation estimates were developed for the NFL Stadium mid-size event based on mode split and average vehicle occupancy (AVO) for attendees and employees. A sold-out event with maximum number of attendees and employees were assumed in the model (25,000 attendees and 2,000 employees). Mode splits and AVO were developed based on mobile source data from IBEC DEIR. The AVO for attendees was estimated at 3.0, and the AVO for employees was estimated at 1.18.

Utilizing these mode splits and AVOs, the NFL Stadium mid-size event vehicular trip generation was determined. Table D3 summarizes the NFL Stadium mid-size event daily trip (round trip) generation estimates under the 'without' and the 'with' ITC Project scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, a mid-size event at the NFL Stadium would generate a total of 10,074 daily vehicle trips for the without ITC Project scenario under both Future Opening Year (2026) and Future Horizon Year (2045) conditions.

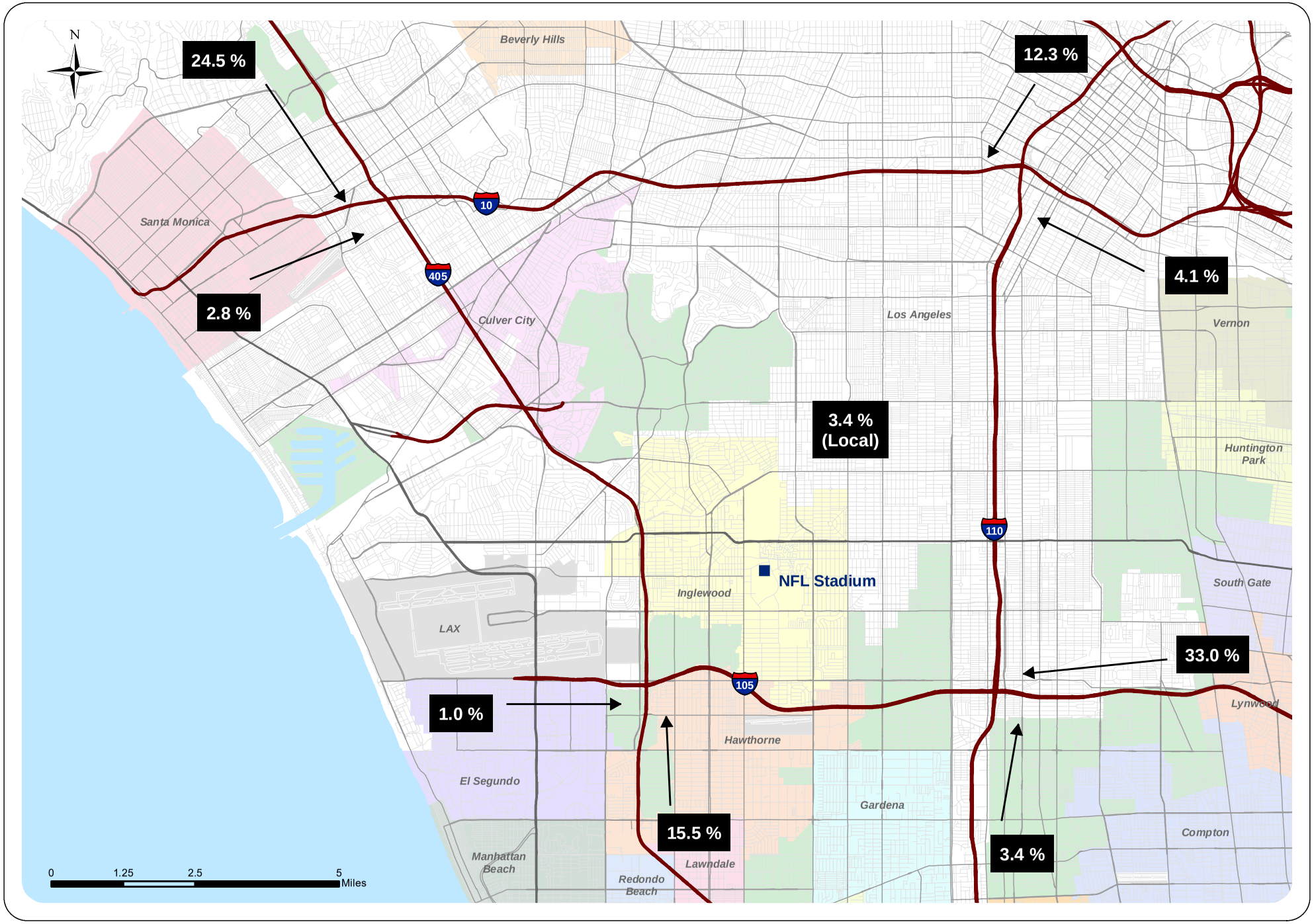


FIGURE D2
TRIP DISTRIBUTION FOR NFL STADIUM FOOTBALL GAME EVENT

RAJU Associates, Inc.

TABLE D3

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL MID-SIZE EVENT

NFL STADIUM MID-SIZE EVENTS WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	25,000	88.7%	22,180	3.0	7,393	10.3%	2,570	2.4	1,071	1.0%	250	8,464
Employees	2,000	93.0%	1,860	1.18	1,576	2.0%	40	1.18	34	5.0%	100	1,610
Total	27,000	-	24,040	-	8,969	-	2,610	-	1,105	-	350	10,074

NFL STADIUM MID-SIZE EVENTS WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	25,000	71.5%	17,870	3.0	5,238	10.3%	2,570	2.4	1,071	18.2%	4,560	6,309
Employees	2,000	79.8%	1,595	1.18	1,352	2.0%	40	1.18	34	18.2%	365	1,386
Total	27,000		19,465		6,590		2,610		1,105		4,925	7,695

NFL STADIUM MID-SIZE EVENTS WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	25,000	67.8%	16,950	3.0	4,778	10.3%	2,570	2.4	1,071	21.9%	5,480	5,849
Employees	2,000	76.1%	1,522	1.18	1,289	2.0%	40	1.18	34	21.9%	438	1,323
Total	27,000		18,472		6,067		2,610		1,105		5,918	7,172

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

With implementation of the ITC Project, it is estimated that the mid-size event would generate a total of 7,695 daily vehicle trips under the Future Opening Year (2026) conditions and 7,172 daily vehicle trips under the Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share, compared to Future Opening Year (2026) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Attendees and employees would park at the 9,000 on-site parking spaces provided at the NFL Stadium during a mid-size event.

Rideshare Locations. Pincay Drive on the north side curb between Kareem Court and east of Renaissance Gateway would be used as rideshare drop-off location during event arrival hours. During event departure hours, Kareem Court between the north Forum driveway (Kareem North Gate) and Pincay Drive would be used as rideshare pick-up locations.

Trip Distribution. Trip distribution for the NFL Stadium mid-size event trips was estimated using the mobile source data associated with the Forum Concert as the base, consistent with the IBEC DEIR.

Performance Arena Concerts

Trip Generation

Trip generation estimates were developed for Performance Arena concerts based on number of attendees and employees, their mode splits and average vehicle occupancy (AVO). A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (6,000 attendees and 300 employees). Mode splits and AVOs similar to those developed for the IBEC DEIR were used. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the Performance Arena event vehicular trip generation was determined. Table D4 summarizes the Performance Arena event daily trip (round trip) generation estimates under without and with ITC Project conditions under Future Opening Year (2026) and Future Horizon Year (2045) conditions.

TABLE D4

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - PERFORMANCE ARENA

PERFORMANCE ARENA WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	6,000	85.0%	5,100	2.18	2,339	10.0%	600	2.18	275	5.0%	300	2,614
Employees	300	93.0%	279	1.18	236	2.0%	6	1.18	5	5.0%	15	241
Total	6,300		5,379		2,575		606		280		315	2,855

PERFORMANCE ARENA WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	6,000	71.8%	4,306	2.18	1,809	10.0%	600	2.18	275	18.2%	1,094	2,084
Employees	300	79.8%	239	1.18	203	2.0%	6	1.18	5	18.2%	55	208
Total	6,300		4,545		2,012		606		280		1,149	2,292

PERFORMANCE ARENA WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	6,000	68.1%	4,085	2.18	1,662	10.0%	600	2.18	275	21.9%	1,315	1,937
Employees	300	76.1%	228	1.18	193	2.0%	6	1.18	5	21.9%	66	198
Total	6,300		4,313		1,855		606		280		1,381	2,135

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

As indicated in the table, a Performance Arena event would generate a total of 2,855 daily vehicle trips for the 'without ITC Project' scenarios under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the Performance Arena event would generate a total of 2,292 daily vehicle trips under Future Opening Year (2026) conditions and 2,135 daily vehicle trips under Future Horizon Year (2045) conditions. As noted before, completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2026) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Attendees and employees would park at the 9,000 on-site parking spaces provided at the SoFi (NFL) Stadium.

Rideshare Locations. Rideshare drop-off and pick-up would be permitted at all Hollywood Park area entrances along Prairie Avenue, Pincay Drive, and Century Boulevard during arrival and departure hours.

Trip Distribution. Trip distribution for the Performance Arena event trips was based on mobile source data available for a Forum Concert trip distribution as described in the Forum Concert section.

The Forum – Concerts

Trip Generation

Trip generation estimates were developed for the Forum concerts based on number of attendees, employees, their mode splits and AVOs. A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (17,500 attendees and 1,120 employees). Mode splits and AVOs were developed based on assumptions similar to those provided in the IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the Forum concert event vehicular trip generation was determined. Table D5 summarizes the Forum concert event daily trip (round trip) generation estimates under without and with ITC Project conditions under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, a Forum concert event would generate a total of 8,849 daily vehicle trips for without ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the mid-size event would generate a total of 6,712 under Future Opening Year (2026) conditions and 6,247 daily vehicle trips Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2026) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. The number of parking spaces needed for attendees and employees would exceed the 2,500 on-site parking capacity provided at the Forum. All remaining parking for Forum concert attendees and employees would occur off-site at the NFL Stadium parking at the Hollywood Park. No additional shuttles would be provided between the Hollywood Park and the Forum.

Rideshare Locations. Rideshare drop-offs are permitted at all Forum entrances along Prairie Avenue, Pincay Drive, and Kareem Court during event arrival hours. During event departure hours, the area on the northeast corner of Prairie Avenue and Pincay Drive (near the Pincay West Gate of the Forum) would be used as rideshare pick-up locations.

Trip Distribution. Trip distribution for the Forum concert trips was based on mobile source data provided in IBEC DEIR. The data presents origins of attendees for 48 dates when events were held at the Forum between October 2017 and April 2018 and in December 2018; the data was presented by sub-area planning regions. The data was disaggregated to zip-code level normalized by the population in each zip code to determine the overall distribution by access corridor into the Forum. The shortest path methodology was utilized to find the path from the origin zip-codes to the Forum. The geographic distribution of the Forum concert trips is shown in Figure D3 and summarized as follows:

- I-10 to and from the east: 7.5%
- I-10 to and from the west: 2.3 %
- I-105 to and from the east: 25.1%

TABLE D5

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - THE FORUM CONCERT EVENT

FORUM CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	17,500	89.0%	15,575	2.18	7,144	10.0%	1,750	2.18	803	1.0%	175	7,947
Employees	1,120	93.0%	1,042	1.18	883	2.0%	22	1.18	19	5.0%	56	902
Total	18,620		16,617		8,027		1,772		822		231	8,849

FORUM CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	17,500	71.8%	12,558	2.18	5,133	10.0%	1,750	2.18	803	18.2%	3,192	5,936
Employees	1,120	79.8%	893	1.18	757	2.0%	22	1.18	19	18.2%	204	776
Total	18,620		13,451		5,890		1,772		822		3,396	6,712

FORUM CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	17,500	68.1%	11,914	2.18	4,703	10.0%	1,750	2.18	803	21.9%	3,836	5,506
Employees	1,120	76.1%	852	1.18	722	2.0%	22	1.18	19	21.9%	246	741
Total	18,620		12,766		5,425		1,772		822		4,082	6,247

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

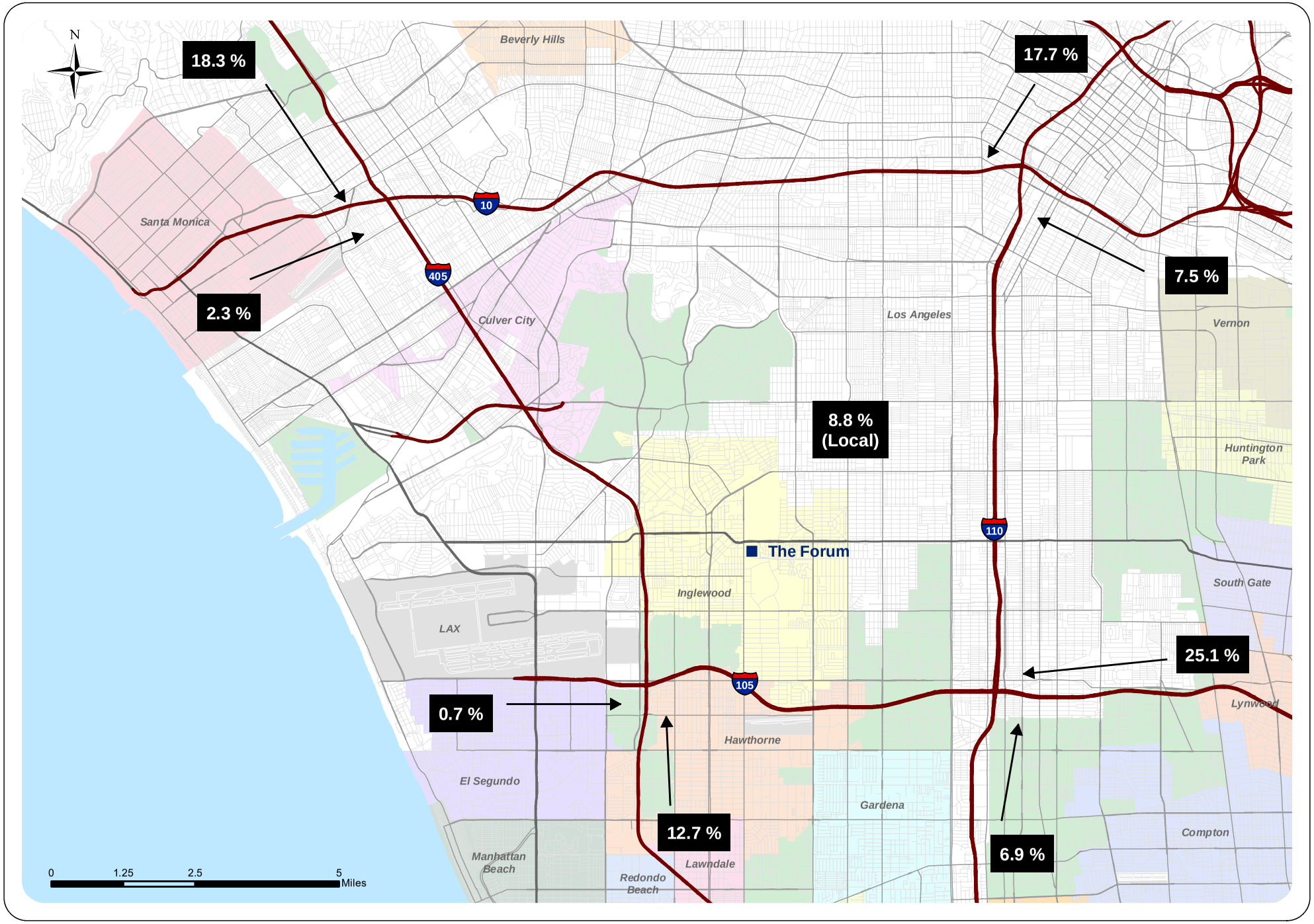


FIGURE D3
TRIP DISTRIBUTION FOR THE FORUM CONCERT EVENT

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- I-105 to and from the west: 0.7%
- I-110 to and from the north: 17.7%
- I-110 to and from the south: 6.9%
- I-405 to and from the north: 18.3%
- I-405 to and from the south: 12.7%
- Local trips: 8.8%

IBEC – Clippers NBA Game

Trip Generation

Trip generation estimates were developed for IBEC Clippers NBA games based on number of attendees and employees, and their mode splits and AVOs. A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (18,000 attendees and 1,320 employees). Mode shares and AVOs were assumed to be the same as those used in IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.27, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC NBA Game vehicular trip generation was determined. Table D6 summarizes the IBEC NBA Game daily trip (round trip) generation estimates under the 'without and with the ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an NBA Game would generate a total of 8,517 daily vehicle trips under the without ITC Project scenario in both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the NBA Game event would generate a total of 6,955 daily trips under the Future Opening Year (2026) conditions and 6,464 daily vehicle trips under the Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2026) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions

Event Parking. The number of parking spaces needed for an IBEC NBA Game to satisfy its parking demand is more than the 4,125 parking spaces provided at the three IBEC parking structures. Additional parking would be utilized at off-site parking facilities. These off-site parking

TABLE D6
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC NBA GAME EVENT

IBEC NBA GAME WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	18,000	84.0%	15,120	2.27	6,661	10.0%	1,800	2.27	793	6.0%	1,080	7,454
Employees	1,320	93.0%	1,228	1.18	1,041	2.0%	26	1.18	22	5.0%	66	1,063
Total	19,320	-	16,348	-	7,702	-	1,826	-	815	-	1,146	8,517

IBEC NBA GAME WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	18,000	71.8%	12,916	2.27	5,248	10.0%	1,800	2.27	793	18.2%	3,284	6,041
Employees	1,320	79.8%	1,053	1.18	892	2.0%	26	1.18	22	18.2%	241	914
Total	19,320	-	13,969	-	6,140	-	1,826	-	815	-	3,525	6,955

IBEC NBA GAME WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	18,000	67.9%	12,217	2.27	4,800	10.0%	1,800	2.27	793	22.1%	3,983	5,593
Employees	1,320	75.9%	1,001	1.18	849	2.0%	26	1.18	22	22.1%	292	871
Total	19,320	-	13,218	-	5,649	-	1,826	-	815	-	4,276	6,464

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

facilities are listed in Table D7 and their location is shown in Figure D4. As indicated, parking spaces provided by the NFL Stadium and the Hollywood Park Casino at the Hollywood Park would be available for the event parking. A total of 13,700 parking spaces would be available for attendees and employees for the IBEC Clippers NBA Games, if multiple events are not anticipated at the venues. As detailed in the IBEC DEIR, employees would be parked within the 100 reserved parking spaces at the IBEC south parking structure; all remaining parking for IBEC Clippers NBA games employees would occur off-site at the NFL Stadium parking.

Special Transit Service. It is anticipated that IBEC would provide transit shuttle service potentially connecting Metro rail stations (Hawthorne/Lennox Station and Crenshaw Station at Metro C Line, and/or Downtown Inglewood Station at the under-construction Metro LAX/Crenshaw Line under the without ITC Project scenario) to the Arena. As indicated in the IBEC DEIR, the shuttle service would drop off and pick up visitors at the location on the east side of Prairie Avenue, immediately adjacent to the IBEC arena.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for IBEC Clippers NBA Game trips was based on mobile source data provided in IBEC DEIR. The data presents origins of attendees at Clippers home games at Staples Center by sub-area planning regions. The geographic distribution of the IBEC Clippers NBA Game trips is shown in Figure D5 and summarized below:

- I-10 to and from the east: 8.6%
- I-10 to and from the west: 1.6%
- I-105 to and from the east: 22.7%
- I-105 to and from the west: 2.1%
- I-110 to and from the north: 21.5%
- I-110 to and from the south: 3.3%
- I-405 to and from the north: 22.4%
- I-405 to and from the south: 10.7%
- Local trips: 7.1%

TABLE D7
PARKING LOCATIONS FOR IBEC NBA GAME EVENT

Name	Address	Total Spaces	Available Spaces	Transportation to Arena
NFL Stadium	1050 S Prairie Av	9,000	9,000	Walk
IBEC - South Parking Structure	3940 W Century Bl	650	650	Walk
IBEC - West Parking Structure	4036 W Century Bl	3,110	3,110	Walk
IBEC - East Parking Structure	3680 W Century Bl	365	365	Walk
Hollywood Park Casino	3883 W Century Bl	1,630	575 [1]	Walk
Total		14,755	13,700	-

[1] Available parking spaces identified in Inglewood Basketball and Entertainment Center (IBEC) DEIR, December 2019.

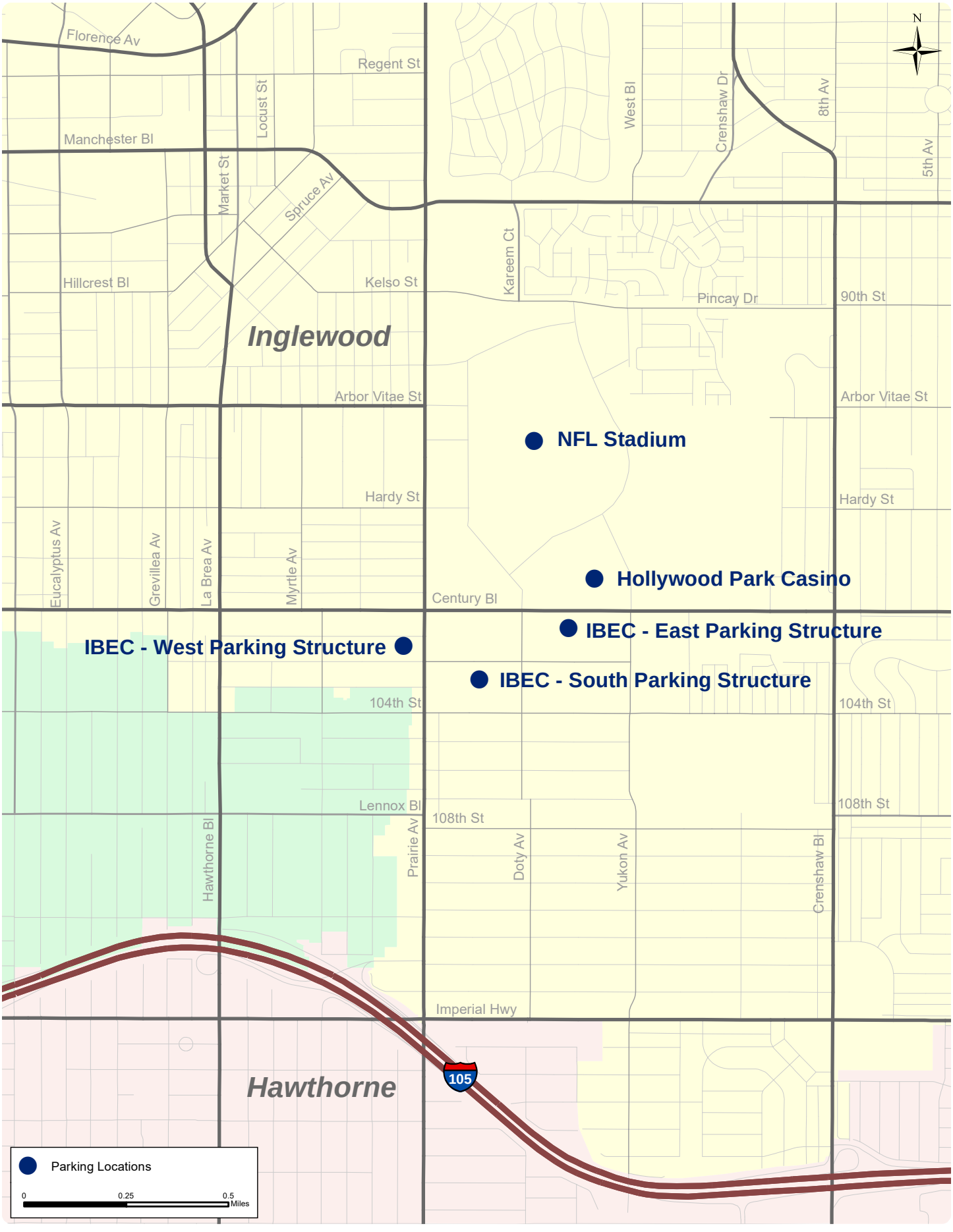


FIGURE D4
IBEC NBA GAME PARKING LOCATIONS

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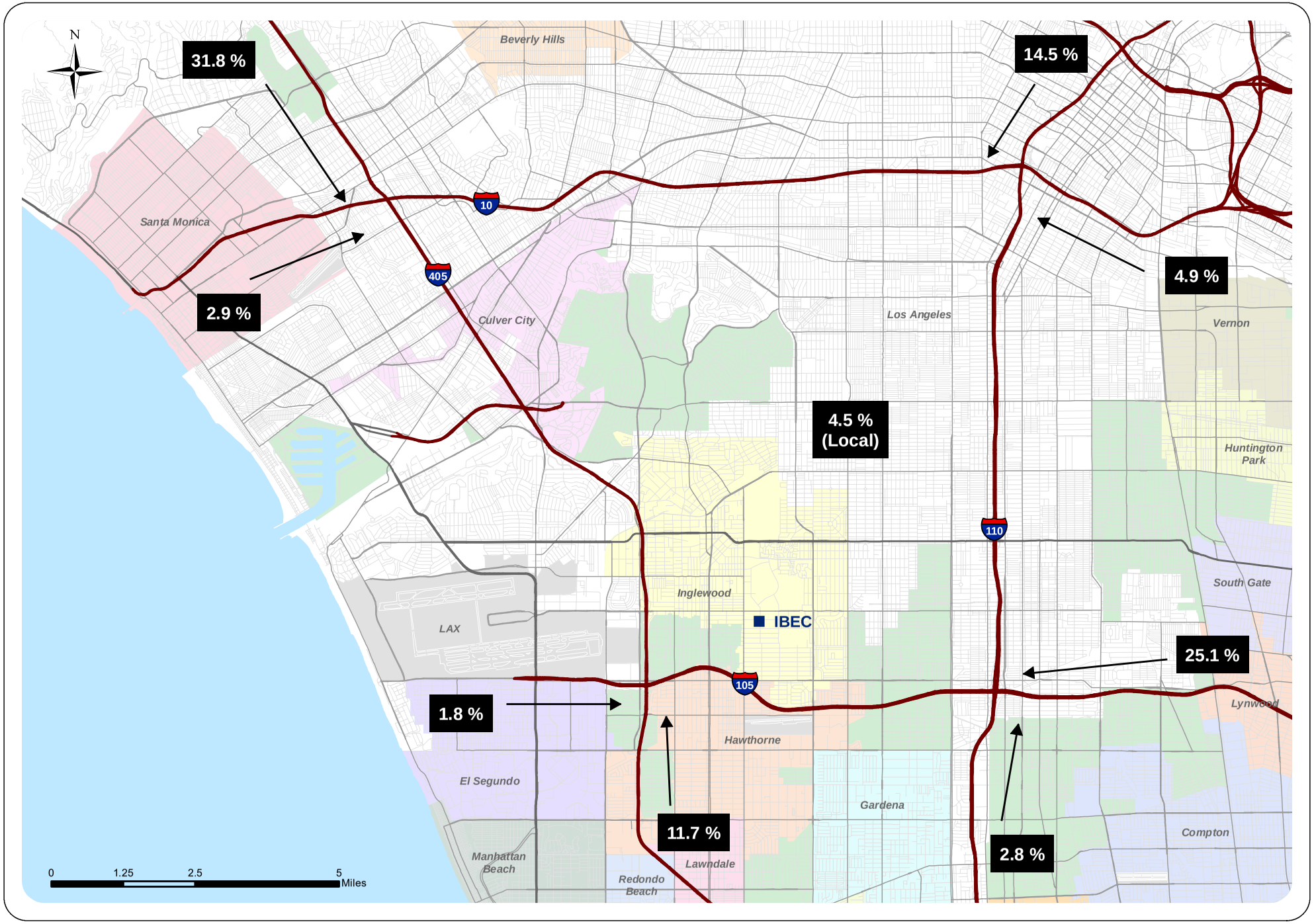


FIGURE D5
TRIP DISTRIBUTION FOR IBEC NBA GAME EVENT

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IBEC – Other Sporting Events

Trip Generation

The trip generation estimates for other sporting events at the IBEC facility were developed based on the number of attendees and employees, mode splits and AVOs associated with these events. A sold-out event with maximum number of attendees and employees were assumed in the model (7,500 attendees and 480 employees). Mode splits and AVOs were developed based on mobile source information provided in the IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC other sporting event vehicular trip generation was determined using the ETDM model. Table D8 summarizes the IBEC other sporting event daily trip (round trip) generation estimates under the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC other sporting event would generate a total of 3,792 daily vehicle trips for the without ITC Project scenarios under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC other sporting event would generate a total of 2,876 daily vehicle trips under the Future Opening Year (2026) conditions and 2,667 daily vehicle trips under the Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share, compared to Future Opening Year (2026) conditions; and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees are assumed to park within the 4,125 on-site parking spaces provided at the three IBEC parking structures.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours, as noted in the IBEC DEIR.

Trip Distribution. Trip distribution for the IBEC other sporting events trips was based on the parameters noted in the IBEC DEIR.

TABLE D8

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC OTHER SPORTING EVENT

IBEC OTHER SPORTING EVENT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	7,500	89.0%	6,675	2.18	3,062	10.0%	750	2.18	344	1.0%	75	3,406
Employees	480	93.0%	446	1.18	378	2.0%	10	1.18	8	5.0%	24	386
Total	7,980		7,121		3,440		760		352		99	3,792

IBEC OTHER SPORTING EVENT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	7,500	71.8%	5,382	2.18	2,200	10.0%	750	2.18	344	18.2%	1,368	2,544
Employees	480	79.8%	383	1.18	324	2.0%	10	1.18	8	18.2%	88	332
Total	7,980		5,764		2,524		760		352		1,456	2,876

IBEC OTHER SPORTING EVENT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	7,500	67.9%	5,090	2.18	2,006	10.0%	750	2.18	344	22.1%	1,660	2,350
Employees	480	75.9%	364	1.18	309	2.0%	10	1.18	8	22.1%	106	317
Total	7,980		5,454		2,315		760		352		1,766	2,667

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

IBEC Concert – Large, Medium, Small Events

Trip Generation

Trip generation estimates were developed for IBEC concert events (large, medium and small events) based on attendance and employee numbers, mode splits and AVOs for attendees and employees. Mode splits and AVOs were developed based on IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

A sold-out large concert event with maximum number of attendees and employees were assumed in the model (18,500 attendees and 1,120 employees). Utilizing these mode splits and AVOs, the IBEC large concert event vehicular trip generation was determined. Table D9 summarizes the IBEC large concert event daily trip (round trip) generation estimates under the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC large concert event would generate a total of 8,964 daily vehicle trips without the ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC large concert event would generate a total of 7,205 under Future Opening Year (2026) conditions and 6,716 daily vehicle trips Future Horizon Year (2045) conditions. Similar to other event conditions, completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share, compared to Future Opening Year (2026) conditions; and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

A sold-out medium concert event with maximum number of attendees and employees were assumed in the model (14,500 attendees and 795 employees). Table D10 summarizes the IBEC medium concert event daily trip (round trip) generation estimates under the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC medium concert event would generate a total of 6,960 daily vehicle trips without the ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC medium concert event would generate a total of 5,590 daily vehicle trips under Future Opening Year (2026) conditions and 5,210 daily vehicle trips under Future Horizon Year (2045) conditions.

TABLE D9
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC LARGE CONCERT

IBEC LARGE CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	18,500	85.0%	15,725	2.18	7,213	10.0%	1,850	2.18	849	5.0%	925	8,062
Employees	1,120	93.0%	1,042	1.18	883	2.0%	22	1.18	19	5.0%	56	902
Total	19,620	-	16,767	-	8,096	-	1,872	-	868	-	981	8,964

IBEC LARGE CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	18,500	71.8%	13,275	2.18	5,580	10.0%	1,850	2.18	849	18.2%	3,375	6,429
Employees	1,120	79.8%	893	1.18	757	2.0%	22	1.18	19	18.2%	204	776
Total	19,620	-	14,168	-	6,337	-	1,872	-	868	-	3,579	7,205

IBEC LARGE CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	18,500	68.1%	12,595	2.18	5,126	10.0%	1,850	2.18	849	21.9%	4,055	5,975
Employees	1,120	76.1%	852	1.18	722	2.0%	22	1.18	19	21.9%	246	741
Total	19,620	-	13,447	-	5,848	-	1,872	-	868	-	4,301	6,716

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

TABLE D10
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC MEDIUM CONCERT

IBEC MEDIUM CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	14,500	85.0%	12,325	2.18	5,654	10.0%	1,450	2.18	665	5.0%	725	6,319
Employees	795	93.0%	739	1.18	627	2.0%	16	1.18	13	5.0%	40	640
Total	15,295		13,064		6,281		1,466		679		765	6,960

IBEC MEDIUM CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	14,500	71.8%	10,405	2.18	4,374	10.0%	1,450	2.18	665	18.2%	2,645	5,039
Employees	795	79.8%	634	1.18	537	2.0%	16	1.18	13	18.2%	145	550
Total	15,295		11,039		4,911		1,466		679		2,790	5,590

IBEC MEDIUM CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	14,500	68.1%	9,872	2.18	4,018	10.0%	1,450	2.18	665	21.9%	3,178	4,683
Employees	795	76.1%	605	1.18	513	2.0%	16	1.18	13	21.9%	174	526
Total	15,295		10,476		4,531		1,466		679		3,353	5,210

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

A sold-out small concert event with maximum number of attendees and employees were assumed in the model (9,500 attendees and 530 employees). Table D11 summarizes the IBEC small concert event daily trip (round trip) generation estimates for the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC small concert event would generate a total of 4,567 daily vehicle trips for without ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC small concert event would generate a total of 3,668 daily vehicle trips under Future Opening Year (2026) conditions and 3,419 daily vehicle trips under Future Horizon Year (2045) conditions.

Event Parking. The number of parking spaces needed for large concert attendees and employees would exceed the 4,125 on-site parking spaces provided by the three IBEC parking structures. All remaining parking for large concert attendees and employees would occur off-site at adjacent parking lots.

The number of parking spaces needed for medium and small concert attendees and employees could be accommodated within the 4,125 on-site parking spaces provided by the three IBEC parking structures.

Special Transit Service. IBEC would provide transit shuttle service for large concerts potentially connecting Metro rail stations (Hawthorne/Lennox Station and Crenshaw Station at Metro C Line, and/or Downtown Inglewood Station at the under-construction Metro LAX/Crenshaw Line without the ITC Project) to the Arena. As indicated in the IBEC DEIR, the shuttle service would drop off and pick up visitors along the east side of Prairie Avenue, immediately adjacent to the IBEC arena.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC concerts trips was based on mobile source data from Forum Concert trip distribution, as described in the Forum Concert section.

TABLE D11

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC SMALL CONCERT

IBEC SMALL CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	9,500	85.0%	8,075	2.18	3,704	10.0%	950	2.18	436	5.0%	475	4,140
Employees	530	93.0%	493	1.18	418	2.0%	11	1.18	9	5.0%	27	427
Total	10,030		8,568		4,122		961		445		502	4,567

IBEC SMALL CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	9,500	71.8%	6,817	2.18	2,865	10.0%	950	2.18	436	18.2%	1,733	3,301
Employees	530	79.8%	423	1.18	358	2.0%	11	1.18	9	18.2%	97	367
Total	10,030		7,240		3,223		961		445		1,829	3,668

IBEC SMALL CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	9,500	68.1%	6,468	2.18	2,632	10.0%	950	2.18	436	21.9%	2,082	3,068
Employees	530	76.1%	403	1.18	342	2.0%	11	1.18	9	21.9%	116	351
Total	10,030		6,871		2,974		961		445		2,199	3,419

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

IBEC – Family Show Events

Trip Generation

Trip generation estimates were developed for IBEC family show events based on mode splits and AVO for attendees and employees. A sold-out event with maximum number of attendees and employees was assumed in the ETDM model (8,500 attendees and 530 employees). Mode splits and AVOs were based on IBEC DEIR. The AVO for attendees using private vehicles/TNCs was estimated at 2.18, and the AVO for employees using private vehicles/TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC family show event vehicular trip generation was determined. Table D12 summarizes the IBEC family show event daily trip (round trip) generation estimates under without and with ITC Project conditions under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC family show event would generate a total of 4,131 daily vehicle trips for without ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC family show event would generate a total of 3,321 under Future Opening Year (2026) conditions and 3,096 daily vehicle trips Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2026) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees could be parked within the 4,125 on-site parking spaces provided at the three IBEC parking structures.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC family shows trips was based on Forum Concert trip distribution as described in the Forum Concert section.

TABLE D12
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC FAMILY SHOWS

IBEC FAMILY SHOW WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

		Auto				TNC				Transit		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	8,500	85.0%	7,225	2.18	3,314	10.0%	850	2.18	390	5.0%	425	3,704
Employees	530	93.0%	493	1.18	418	2.0%	11	1.18	9	5.0%	27	427
Total	9,030		7,718		3,732		861		399		452	4,131

IBEC FAMILY SHOW WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

		Auto				TNC				Transit		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	8,500	71.8%	6,099	2.18	2,564	10.0%	850	2.18	390	18.2%	1,551	2,954
Employees	530	79.8%	423	1.18	358	2.0%	11	1.18	9	18.2%	97	367
Total	9,030		6,522		2,922		861		399		1,647	3,321

IBEC FAMILY SHOW WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

		Auto				TNC				Transit		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	8,500	68.1%	5,787	2.18	2,355	10.0%	850	2.18	390	21.9%	1,863	2,745
Employees	530	76.1%	403	1.18	342	2.0%	11	1.18	9	21.9%	116	351
Total	9,030		6,190		2,697		861		399		1,979	3,096

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

IBEC – Corporate / Community Events

Trip Generation

Trip generation estimates were developed for IBEC corporate/community events based on mode splits and AVO for attendees and employees. A sold-out event with maximum number of attendees and employees were assumed in the model (2,000 attendees and 25 employees). Mode splits and AVOs were developed based on IBEC DEIR. The AVO for attendees using private vehicles was estimated at 1.20 and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC corporate/community event vehicular trip generation was determined. Table D13 summarizes the IBEC corporate/community event daily trip (round trip) generation estimates under the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, a corporate/community event would generate a total of 1,595 daily vehicle trips without the ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC corporate/community event would generate a total of 1,306 under Future Opening Year (2026) conditions and 1,244 daily vehicle trips Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees are assumed to park within the 4,125 on-site parking spaces provided at the three IBEC parking structures, per the IBEC DEIR.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC corporate / community events trips was based on information from the IBEC DEIR.

TABLE D13

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC CORPORATE/COMMUNITY EVENT

IBEC CORPORATE/COMMUNITY EVENT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

		Auto				TNC				Transit		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	2,000	89.0%	1,780	1.20	1,483	10.0%	200	2.18	92	1.0%	20	1,575
Employees	25	93.0%	23	1.18	19	2.0%	1	1.18	1	5.0%	1	20
Total	2,025		1,803		1,502		201		93		21	1,595

IBEC CORPORATE/COMMUNITY EVENT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

		Auto				TNC				Transit		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	2,000	71.8%	1,435	1.20	1,196	10.0%	200	2.18	92	18.2%	365	1,288
Employees	25	79.8%	20	1.18	17	2.0%	1	1.18	1	18.2%	5	18
Total	2,025		1,455		1,213		201		93		370	1,306

IBEC CORPORATE/COMMUNITY EVENT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

		Auto				TNC				Transit		
	Persons	Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	2,000	68.1%	1,362	1.20	1,135	10.0%	200	2.18	92	21.9%	438	1,227
Employees	25	76.1%	19	1.18	16	2.0%	1	1.18	1	21.9%	5	17
Total	2,025		1,381		1,151		201		93		444	1,244

* Daily round trips.

IBEC – Plaza Events

Trip Generation. Trip generation estimates were developed for IBEC plaza events based on mode splits and AVOs for attendees and employees, from the IBEC DEIR. A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (4,000 attendees and 25 employees). The AVO for attendees using private vehicles/TNCs was estimated at 2.18, and the AVO for employees using private vehicles/TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC plaza event vehicular trip generation was determined. Table D14 summarizes the IBEC plaza event daily trip (round trip) generation estimates for the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2026) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC plaza event would generate a total of 1,764 daily vehicle trips without the ITC Project under both Future Opening Year (2026) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC plaza event would generate a total of 1,408 daily vehicle trips under Future Opening Year (2026) conditions and 1,309 daily vehicle trips under Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees are assumed to park within the 4,125 on-site parking spaces provided at the three IBEC parking structures.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC plaza events trips was based on information provided in the IBEC DEIR.

TABLE D14
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC PLAZA EVENT

IBEC PLAZA EVENT WITHOUT PROJECT - FUTURE OPENING YEAR (2026) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	4,000	85.0%	3,400	2.18	1,560	10.0%	400	2.18	183	5.0%	200	1,743
Employees	25	93.0%	23	1.18	20	2.0%	1	1.18	0	5.0%	1	20
Total	4,025		3,423		1,580		401		184		201	1,764

IBEC PLAZA EVENT WITH ITC PROJECT - FUTURE OPENING YEAR (2026) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	4,000	71.8%	2,870	2.18	1,207	10.0%	400	2.18	183	18.2%	730	1,390
Employees	25	79.8%	20	1.18	17	2.0%	1	1.18	0	18.2%	5	17
Total	4,025		2,890		1,224		401		184		734	1,408

IBEC PLAZA EVENT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	4,000	68.1%	2,723	2.18	1,109	10.0%	400	2.18	183	21.9%	877	1,292
Employees	25	76.1%	19	1.18	16	2.0%	1	1.18	0	21.9%	5	16
Total	4,025		2,742		1,125		401		184		882	1,309

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

VMT MODEL FOR EVENTS

For assessment and evaluation of VMTs, event-based VMT spreadsheet models were developed using data from the METRO's Mode Split Model for the 'without' and the 'with the proposed ITC Project' scenarios under Future opening year (2026) and Future horizon year (2045) conditions. VMT models were prepared for all the twelve types of events occurring at the NFL Stadium, the Performance Arena, the Forum, and the IBEC. Private vehicles, shuttles, and TNCs for both attendees and employees were included in the VMT estimation models.

For event attendees using private vehicles, the vehicle trip length from each zip code to different parking facilities was derived using the shortest path methodology. The number of vehicle trips was based on the trip generation estimates and the event parking assumptions described in previous sections. The vehicle trip length and the number of vehicle trips were utilized to determine the VMTs generated by attendees using private vehicles. For event attendees using TNCs, a similar methodology was utilized taking into consideration the designated TNC locations.

For event employees using private vehicles, the average trip length of 13.4 miles derived from the SCAG travel demand model was assumed, as identified in the IBEC DEIR. The number of vehicle trips by parking facilities was based on the trip generation estimates and the event parking assumptions described in previous sections. The vehicle trip length and the number of vehicle trips were utilized to determine the VMTs generated by employees using private vehicles. For event employees using TNCs, a similar methodology was utilized taking into consideration the designated TNC pick-up/drop-off locations.

For attendees and employees taking shuttles, the vehicle trip length was calculated using the shortest path methodology for the distance between the parking facilities / transit rail stations and the designated shuttle pick-up/drop-off locations. The number of vehicle trips was based on the trip generation estimates described in previous sections. No shuttles to rail transit were assumed for smaller events, consistent with IBEC DEIR. The vehicle trip length and the number of vehicle trips were utilized to determine the VMTs generated by attendees and employees using shuttles.

The VMTs from private vehicles, TNCs, shuttles were combined and updated to estimate the two-way travel generated by an event on a daily basis. The event daily VMT estimates were annualized using the number of the various event types anticipated per year as described in *Chapter V - Inglewood Venues Profile of Events*. The results of the VMT per event without the ITC Project (Future Opening Year (2026) and Future Horizon Year (2045) conditions) are

summarized in Table D15. Table D16 summarizes the VMT per event with the ITC Project for Future Opening Year (2026) conditions, while Table D17 summarizes the VMT per event with the ITC Project for Future Horizon Year (2045) conditions.

FUTURE OPENING YEAR (2026) WITH EVENTS - ANNUAL VMT

The annual VMT estimates for all events were developed using the ETDM VMT models. All the anticipated events at the Sofi (NFL) Stadium, the Performance Arena, the Forum, and the Inglewood Basketball and Entertainment Center (IBEC) were included. Assumptions associated with trip generation and mode splits from Metro's model were used to estimate daily vehicle miles traveled under Future Opening Year (2026) conditions. The event only VMTs were obtained by annualizing the daily VMTs utilizing the event profile of the various event types anticipated per year as discussed in Chapter V.

The Future Opening Year (2026) non-event annual VMTs and event-only (events from all venues) annual VMTs were aggregated to develop the overall Future Opening Year (2026) with Events annual VMT. The results are summarized in Table D18.

As shown in the table, the annual VMT would be reduced from 1,346,432,106 vehicle-miles (without ITC Project) to 1,316,518,609 vehicle-miles (with ITC Project) under Future Opening Year (2026) conditions. An overall reduction in annual VMT of approximately 30-million vehicle-miles traveled (2.2%) is estimated with the implementation of the proposed ITC Project under Future Opening Year (2026) with Events conditions.

FUTURE HORIZON YEAR (2045) WITH EVENTS - ANNUAL VMT

The Future Horizon Year (2045) non-event annual VMTs and event-only (events from all venues) annual VMTs were combined to develop the overall Future Horizon Year (2045) with Event annual VMT. The results are summarized in Table D19. As shown in the table, the annual VMT would be reduced from 1,469,905,139 vehicle-miles (without ITC Project) to 1,433,075,931 vehicle-miles (with ITC Project) under Future Horizon Year (2045) conditions. An overall reduction in annual VMT of approximately 37 million vehicle-miles traveled (2.5%) is estimated with the implementation of the proposed ITC Project under Future Horizon Year (2045) with Events conditions.

TABLE D15
VMT - EVENTS WITHOUT ITC PROJECT (YEAR 2026 AND YEAR 2045)

Venue/Event Type [1]	Number of Events/Year [1]	VMT per Event	Annual VMT
NFL Game	20	1,368,495	27,369,901
NFL - Mid-Size Event	8	382,361	3,058,887
Performance Arena - Concert	75	111,237	8,342,761
The Forum - Concert	75	342,166	25,662,478
IBEC - NBA Game	49	306,459	15,016,496
IBEC - Other Sporting Event	35	136,330	4,771,544
IBEC - Large Concert	5	348,524	1,742,622
IBEC - Medium Concert	8	273,292	2,186,335
IBEC - Small Concert	10	179,337	1,793,372
IBEC - Family Shows	20	160,483	3,209,655
IBEC - Corporate Events	100	64,042	6,404,235
IBEC - Plaza Events	16	71,416	1,142,660
TOTAL	421	3,744,143	100,700,946

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE 16
VMT - EVENTS WITH ITC PROJECT (YEAR 2026)

Venue/Event Type [1]	Number of Events/Year [1]	VMT per Event	Annual VMT
NFL Game	20	1,172,624	23,452,488
NFL - Mid-Size Event	8	289,911	2,319,290
Performance Arena - Concert	75	89,092	6,681,887
The Forum - Concert	75	258,120	19,358,974
IBEC - NBA Game	49	249,678	12,234,199
IBEC - Other Sporting Event	35	102,381	3,583,350
IBEC - Large Concert	5	279,641	1,398,204
IBEC - Medium Concert	8	219,319	1,754,553
IBEC - Small Concert	10	143,809	1,438,089
IBEC - Family Shows	20	128,697	2,573,934
IBEC - Corporate Events	100	52,420	5,242,010
IBEC - Plaza Events	16	57,026	912,423
TOTAL	421	3,042,718	80,949,401

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE 17
VMT - EVENTS WITH ITC PROJECT (YEAR 2045)

Venue/Event Type [1]	Number of Events/Year [1]	VMT per Event	Annual VMT
NFL Game	20	1,108,591	22,171,813
NFL - Mid-Size Event	8	269,770	2,158,162
Performance Arena - Concert	75	82,927	6,219,526
The Forum - Concert	75	239,932	17,994,937
IBEC - NBA Game	49	231,761	11,356,312
IBEC - Other Sporting Event	35	94,605	3,311,180
IBEC - Large Concert	5	260,491	1,302,455
IBEC - Medium Concert	8	204,288	1,634,301
IBEC - Small Concert	10	133,908	1,339,078
IBEC - Family Shows	20	119,843	2,396,867
IBEC - Corporate Events	100	49,934	4,993,446
IBEC - Plaza Events	16	53,023	848,361
TOTAL	421	2,849,074	75,726,437

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE D18
SUMMARY OF ANNUAL VMT WITHOUT AND WITH ITC PROJECT
FUTURE OPENING YEAR (2026) WITH EVENTS CONDITIONS

Scenario	Annual VMT	
	Without ITC	With ITC
Future Opening Year (2026) Non-Event	1,245,731,160	1,235,569,208
All Events	100,700,946	80,949,401
Future Opening Year (2026) with Events	1,346,432,106	1,316,518,609

TABLE D19
SUMMARY OF ANNUAL VMT WITHOUT AND WITH ITC PROJECT
FUTURE HORIZON YEAR (2045) WITH EVENTS CONDITIONS

Scenario	Annual VMT	
	Without ITC	With ITC
Future Horizon Year (2045) Non-Event	1,369,204,193	1,357,349,494
All Events	100,700,946	75,726,437
Future Horizon Year (2045) with Events	1,469,905,139	1,433,075,931

APPENDIX E

RELATED PROJECTS LIST

TABLE E1
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
City of Inglewood			
1	Starbucks Drive-Thru Kiosk	1740 Centinela Avenue	Construct 900 sf Starbucks drive-thru kiosk
2	Commercial Building	721 N. La Brea Avenue	Demolish 1,210 sf and add 1,312 sf to an existing commercial building
3	Condominiums	329 E. Hazel Street	Development of 4-unit Condo with 10 parking spaces per SP-1229
4	Parking Lot Improvement	2616-2878 W. Imperial Highway	Renovation and adding 13,000 sf, façade and parking lot improvement of an existing shopping center
5	Condominiums	501 E. 99th Street	12 new condominiums
6	Apartments	704 N. Market Street	12 new residential apartment units
7	Senior Center	111 N. Locust Street	New Senior Center
8	Condominiums	664 E. Manchester Terrace	Four (4) new residential condominiums
9	Apartments	844 N. Centinela Avenue	Four (4) new residential apartment units
10	Apartments	125 E. Spruce Avenue	Seven (7) new apartment units with semi-subterranean parking
11	Manufacturing/Warehouse w/ Office	234 W. Hyde Park Boulevard	Construct new 140,185 sf manufacturing/warehouse building including 7,500 sf of office space
12	Parking Lot	279 W. Beach Avenue	Development of 190 parking spaces
13	Townhomes	573 1/2 E. Hyde Park Place	Construct three townhomes with 6 enclosed parking spaces
14	Senior Housing	508 S. Eucalyptus Avenue	40-unit senior affordable housing development
15	Residential Project	575 E. Hyde Park Boulevard	Three-unit two-story residential building
16	Office Project	401 W. Arbor Vitae Street	Addition of four new offices in office complex and one new bathroom, demolish existing bathroom and existing office space, and add 4 new parking spaces
17	Townhomes	333 N. Prairie Avenue	310 townhome units at the former Daniel Freeman site
18	Commercial Building	408 E. Warren Lane	New two-story 2,542 sf commercial building
19	Gas Station w/ Mini-Mart	8307 S. La Cienega Boulevard	Construct a new 3,636 sf structure (mini market and retail space) at an existing gas station operation
20	Mixed-Use Project	D3 SITE (La Brea Avenue/Florence Avenue)	243 units; 40,000 sf retail
21	Centinela Hospital	555 W. Hardy Street	1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with SB 1953 2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 sf repair shop building and 4,200 sf electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower Street 3. Emergency Department: A new 2,400 sf addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds) 4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 sf), the partial demolition of a 4,670 sf building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus
22	Hollywood Park Project	1050 S. Prairie Avenue	70,240-seat sport stadium; 6,000-seat performance venue; 2,500 du residential; 890,000 sf retail; 780,000 sf office; 300-room hotel; 24.95 acres open space; 4 acres civic site
23	Apartments	417-433 Centinela Avenue	116-unit apartment
24	Residential	3660 W. 107th Street	New 3 du with 6 car garage
25	Congregate Care	614 E. Hyde Park Boulevard	18-bed congregate living facility
26	Apartments	921 N. Edgewood Street	38-unit apartment
27	Townhomes	113-133 Plymouth Street	20-unit townhome development
28	Condominiums	316 Hardy Street	5-unit condominium development
29	Self-Storage Project	705-715 N. Centinela Avenue	81,613 sf ,approximately 400-unit, five-story self-storage
30	Retail	101,125,139,140,150 Market Street	40,000 sf retail and 150 parking spaces
31	Hotel Project	11111 S. Prairie Avenue	120-room hotel
32	Murphy Bowl Project (Clippers)	Yukon Avenue/Century Boulevard	18,500-seat venue with associated ancillary uses
33	Imperial/Crenshaw TOD	Imperial Highway/Crenshaw Boulevard	Transit oriented development plan
34	Westchester/Veterans TOD	Florence Avenue/Hindry Avenue	Transit oriented development plan
35	Downtown (Florence/La Brea) TOD	Florence Avenue/La Brea Avenue	Transit oriented development plan
36	Fairview Heights (Florence/West) TOD	Florence Avenue/West Boulevard	Transit oriented development plan
37	Hollywood Park Phase II	1050 S. Prairie Avenue	Approximately 5,250,000 sf of office
38	Condominium Development	961 E. 68th Street	3-unit detached condominium
39	Multi Family Development	411 E. Hazel Street	18-unit multi-family building
40	Multi Family Development	222 W. Spruce Avenue	10-unit multi-family building
41	Multi Family Development	819 E. La Palma Drive	5-unit multi-family building
42	Condominium Development	417 N. Market Street	Two 6-unit condominium buildings
43	Congregate Living Facility	814 N. Market Street	Construction of a new 12 unit, 5,163 sf congregate health, residential care facility
44	Los Angeles Philharmonic Association - Youth Orchestra Program (YOLA)	101 S. La Brea Avenue	Los Angeles Philharmonic Association - Youth Orchestra Program that will serve students 6 - 18 yrs. Expand the existing structure to a venue that is approximately 25,500 sf. The venue will serve as the home for YOLA performances, special events showcasing guest artists and LA Phil's national education programs, and some other performances. There will be 350-500 students from Monday to Saturday and around 150 on Sundays
45	Apartment Building	3920 W. 108th Street	3-unit apartment building
46	Self Storage Facility	943-959 W. Hyde Park Boulevard	Five-story self storage facility (159,498 sf)
47	General Plan Amendment for Rental Car Facility	8911 Aviation Boulevard	General Plan Amendment for rental car facility (173,804 sf)
48	General Plan Amendment to Incorporate Environmental Justice Element	Citywide	General Plan Amendment to incorporate Environmental Justice Element
49	Hotel	3900 W. Century Boulevard	Hotel renovation 4 units
50	Senior Housing and Pre-school	3320 W. 85th Street	65 unit senior housing and a 4,313 sf pre-school to replace existing church, pre-school (serving 70 students)
51	Multi Family	332 Stepney Street	8-unit multi-family building with 3 affordable housing units
52	Mixed-Use	336 W. Hillcrest Boulevard	62 unit mixed use development
53	Self Storage Facility	3700 102nd Street	Five-story 79,415 sf self storage facility
54	Condominiums	423 E. Warren Lane	44 units condos with 5 V.L.I. units
55	Hotel	3820 W. 102nd Street	300 room, fourteen-story hotel with 349 parking spaces
56	Multi Family	715 N. Marlborough Avenue	Conversion of 3 offices into residential units with one affordable unit
57	Apartments	220 E. Hazel Street	7,161 sf, 4 unit apartment building with subterranean parking
58	Commercial Building	970 W. Manchester Boulevard	1,800 sf car/bus wash and above ground fueling station within a car rental site
59	Apartments	1013 E. La Palma Drive	Three-story apartment unit, three unit
60	Apartments	608 E. Queen Street	4-unit apartment building and parking
61	Commercial Building	455 N. Prairie Avenue	6,530 sf, two-story medical office building
62	Commercial Building	335 Glasgow Avenue	Auto rental facility
63	Apartments	1001 N. Welton Way	New 11-unit apartment building
64	Commercial Building	1031 Manchester Boulevard	Construct restaurant with outdoor dining for existing brewery
65	Multi Family	527 E. Hyde Park Boulevard	21-unit, four-story building with two affordable units
66	Fast Food Restaurant	230 W. Arbor Vitae Street	Construction of a new 899 sf fast food restaurant building
67	Multi Family	716 W. Beach Avenue	42,745 sf, 42 unit multi-family apartment (41 affordable units)
68	Townhomes	627 W. Hill Street	8-unit new townhomes
69	Multi Family	3362 Imperial Highway	3-unit three-story triplex
70	Starbucks	4801 Century Boulevard	185 sf addition for drive-thru only Starbucks coffee shop
71	Hotel	4049 Century Boulevard	145-room hotel
72	Multi Family	334 Stepney Street	4-unit condo subdivision
73	Mixed-Use Project	317 S. La Brea	311 units (32 affordable and 5 live-work units); 22,000 sf commercial/retail; 361 parking spaces
74	Multi Family	11227 S. Prairie Avenue	400 units
City of Los Angeles			
75	Mixed-Use: Residential, Retail & Office	601 S. Ocean Front Walk	Mixed-use: SFDU (joint live/work), 5,254 sf retail and 22,738 sf office

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
76	Marina Island Mixed-Use: Apartment & Office	5000 S. Beethoven Street	Mixed-Use: 156-unit apartment and 33,484 sf office
77	Office Project	12575 Beatrice Street	250,000 sf office. Existing 23,000 sf office to be removed
78	Mixed-Use: Apartment & Restaurant	3644 S. Overland Avenue	New mixed-use: 92-unit apartment and 1,573 sf restaurant use (110 spaces)
79	Bakery with Retail & Restaurant	320 E. Sunset Avenue	Change of use from 4,675 sf commercial office to 6,000 sf bakery/retail/restaurant (4,737 sf indoor and 1,263 sf indoor and outdoor seating area)
80	Mixed-Use: Condominium & Retail	4363 S. Lincoln Boulevard	Consultation: proposed ten-story, 80 condominium units and 15,100 sf supermarket
81	Hotel	9800 S. Sepulveda Boulevard	Change of use from 118,490 sf office (nine-story building) to 178-room hotel with restaurant and spa ("O" Hotel)
82	Sterling West School	5206 W. Thornburn Street	New 50-student private school (grades 3-12)
83	Ballona Wetlands Ecological Reserve Restoration Project	Ballona Wetlands	Restoration of wetlands/ecological reserve
84	Wrapper Office Building Project	5790 W. Jefferson Boulevard	Construct ten-story 150,761 sf office building
85	Playa Vista Phase I	Jefferson Boulevard b/t Lincoln Boulevard and Centinela Avenue	1. Include 3,246 du, 1,570,000 sf of office use, 25,000 sf of retail use and 65,000 sf of community serving use 2. West site include 400,000 sf office use, 705 du apartment, 80 du condominiums, 80 du senior apartments
86	The Village at Playa Vista (Phase II)	s/o Jefferson Boulevard/Westlawn Avenue	Include 2,600 du, 175,000 sf of office use,150,000 sf of retail use, and 40,000 sf of community serving uses
87	Mixed-Use Apartment, Office, Retail, and Restaurant	10601 Washington Boulevard	126-unit apartment, 23 ksf office, 9 ksf retail, 9 ksf restaurant. Existing 10 ksf office to be removed
88	Mixed-Use Condominium and Retail	3115 S. Sepulveda Boulevard	(Preliminary) 175-unit condominium and 28 ksf retail. Existing 28 ksf discount store to be removed
89	Condominium	11131 Rose Avenue	227-unit condominium. Existing 89-unit apartment to be removed
90	Hotel & Restaurant Project	305 Ocean Front Walk	24-room hotel and 2 ksf high-turnover restaurant
91	Restaurant & Retail	10612 National Boulevard	1,726 sf coffee shop (Coffee Bean) including 250 sf outdoor seating on existing vacant lot
92	LADPW Maintenance Yard	3233 Thatcher Avenue	Improve/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site
93	Mixed-Use Apartment, Retail and Restaurant	6719 Pacific Avenue	Mixed-use 35-unit townhomes, 2 ksf specialty retail and 2 ksf restaurant uses
94	Mixed-Use Condominium and Retail	138 Culver Boulevard	Mixed-use with 72-unit condominium, 13 ksf retail space and 1.5 ksf restaurant
95	LMU Master Plan	1 LMU Drive	Increase enrollment capacity to 7,800 students
96	Car Wash	9204 Airport Boulevard	15,380 sf car wash to replace existing car rental facility
97	Residential & Retail	580 Venice Boulevard	(Preliminary) 5-unit residential plus 5.7 ksf retail space
98	Restaurant	1020 W. Venice Boulevard	Proposed House of Pies sit-down restaurant land use (3,895 sf)
99	Mixed-Use: Apartment & Office	4140 S. Glencoe Avenue	New four-story, 67-unit apartment and 3,211 sf office building over 2-level parking garage
100	Mixed-Use: Apartment & Retail	7407 S. La Tijera Boulevard	New 140-unit apartment and 2,600 sf retail over 241-space parking garage
101	Mixed-Use: Hotel, Retail & Restaurant uses	1027 S. Abbot Kinney Boulevard	New 92-room hotel, 3,000 sf retail and 2,072 sf restaurant
102	Apartment	4090 S. Del Rey Avenue	New four-story, 51-unit apartment building over 3-level parking garage
103	Mixed-Use: Condominium & Office	4210 S. Del Rey Avenue	Proposed 136 condominium Units and 20,000 sf commercial office
104	Fast Food Restaurant w/ Drive-Thru	8521 S. Sepulveda Boulevard	New 3,999 sf Chick-fil-A fast food with drive-thru restaurant
105	OTIS College of Arts & Design	9045 S. Lincoln Boulevard	Relocation and consolidation of existing OTIS College Campus students, faculty and staff. 91,000 sf development (54,000 sf student housing with 240 total beds and 37,000 sf campus uses)
106	Mixed-Use: Condominium & Office	4091 S. Redwood Avenue	67 condominium Units and 7,525 sf commercial office building providing 141 parking spaces
107	Apartments	3822 S. Dunn Drive	Seven-story, 86-unit apartment building over ground floor parking garage
108	Office	12777 W. Jefferson Boulevard	Commercial office expansion (49,950 sf)
109	Apartments	8740 S. La Tijera Boulevard	New 137-unit apartment building to replace existing 215-student Westchester Secondary Charter School
110	Jefferson & La Cienega Mixed-Use Development Project	3221 S. La Cienega Boulevard	Converting existing ABC Lot to a mixed-Use: 1,218-unit apartment, 200,000 sf office, 50,000 sf grocery store, 30,000 sf retail and 20,000 sf restaurant project
111	LAUSD Elementary School	2224 S. Walgrove Avenue	New 567-Student Elementary School (K-5) Immersive Mandarin Language program
112	Mixed-Use: Apartment, Mini-Warehouse & Office	4040 S. Del Rey Avenue	New 195-unit apartment; 15,000 sf office and 80,000 sf mini-warehouse (option 1) or 235-unit apartment and 15,000 sf office (option 2 preferred)
113	Charter Middle School	8540 S. La Tijera Boulevard	Charter middle school for max enrollment of 525 students
114	Howard Hughes Center	6801 Center Drive	600-unit apartment and 488,659 sf remaining development potential
115	LAX Landside Access Modernization Program (LAMP)	Los Angeles International Airport	Landside Access Modernization Program in Manchester Square
116	LAX Northside Project	Westchester Parkway b/t Pershing Drive and Sepulveda Boulevard	2.32 million sf of development including office, research and development, community/civic uses, recreation and open space
117	Mixed-Use: Apartment & Automotive Dealership	5747 S. Mesmer Avenue	New 400-unit apartment and 250,000 sf automotive dealership
118	Apartments	3739 S. Cardiff Avenue	New 74-unit building replaces existing 5 du
119	Manchester Urban Homes Project	8721 S. Broadway	62 sf affordable and 46 affordable family units and 4k sf office
120	South LA Redevelopment 5B Office	1636 W. Manchester Avenue	68,250 sf office
121	South LA Redevelopment 6A	5975 S. Western Avenue	225,000 sf industrial
122	Shopping Center	8400 S. Vermont Avenue	180-du apartments, 50,000 sf retail, boarding school 20 faculty rooms and 200 dorm rooms
123	Bethany Square Mixed-Use	8415 S. Hoover Street	142-unit condominiums; 57-unit apartment; 11.55 ksf recreational center; 7.5 ksf retail; 1.5 ksf bank; 15.4 ksf office
124	Mixed-Use	9402 S. Broadway	49-unit senior housing, 25,000 gsf
125	Convenience Store	7117 S. Vermont Avenue	3,000 gsf retail
126	Charter Middle School	8705 S. Western Avenue	Middle school, 616 students
127	Gas Station	5816 S. Western Avenue	Fueling positions: 12; additional 4 fueling positions and 1,835 sf convenience store
128	Car Wash & Laundromat	6100 S. Hoover Street	6-stall car wash, 2,328 gsf
129	Gas Station	10000 S. Vermont Avenue	Fueling positions: 8; and 2,830 sf convenience store
130	Gas Station w/ Convenience Store	505 W. Century Boulevard	Fueling positions: 6
131	Apartments	6733 Sepulveda Boulevard	176 Units
132	Teledyne Office Project	12964 W. Panama Street	159,000 gsf office
133	Jandy Creative Office and Parking	5405 S. Jandy Place	93,950 gsf office
134	COU Warehouse to office	4721 S. Alla Road	118,352 gsf; COU warehouse (24,051 sf) to office with 7,926 sf office addition
135	Charter School	12870 W. Panama Street	Relocation of the Ocean Charter School; 532 students (K-8)
136	COU Office to Medical Office	12555 W. Jefferson Boulevard	20,981 gsf medical office
137	Office	11811 S. Teale Street	10,925 gsf; addition of two mezzanines 2,450 sf within an existing 8,475 sf building
138	Apartments	6711 S. Sepulveda Boulevard	180-unit apartment
139	New Smart & Final Supermarket	6855 S. La Cienega Boulevard	New smart and final 22,590 gsf on existing vacant parking lot
140	Chick-Fil-A Fast Food Restaurant	5208 W. Centinela Avenue	New fast food restaurant with drive-thru 4,642 gsf
141	Townhomes	10501 S. Buford Avenue	11-unit townhouse
142	Apartments	10609 S. Inglewood Avenue	9-unit apartment
143	Apartments	10907 S. Inglewood Avenue	4-unit apartment
144	Apartments	10136 Felton Avenue	19-unit apartment
145	Condominiums	5053 E. 109 Street	17-unit condominiums
146	Restaurant	5301 W. Centinela Avenue	1.640 ksf restaurant
147	Residential	6109 Overhill Drive	2-unit duplex
148	Apartments	1034 W. 109th Place	9-unit apartment
149	Church	10335 S. Vermont Avenue	1.324 ksf church
150	Apartments	10401 S. Vermont Avenue	1-unit apartment and 0.25 ksf commercial use
151	Apartments	1023 W. 107 Street	8-unit apartment
152	Mixed-Use	Bounded by Century Boulevard, La Cienega Boulevard, Arbor Vitae Street and Vicksburg Avenue	Office 300 ksf; hotel 400 rooms; retail 200 ksf; conference center 100 ksf
153	Theater and Education Center	10341 Graham Avenue	1000-seat theater and 12.417 ksf education center
154	Apartments	3831 W. Stocker Street	127-unit apartment
155	Mixed-use Development	3900 W. Martin Luther King Boulevard	Office 50 ksf; condominiums 200 units; college 3,600 students

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
156	Senior Housing	4018 S. Buckingham Road	130-unit senior housing
157	Middle School	4115 W. Martin Luther King Boulevard	500 middle school students
158	Apartments	4252 S. Crenshaw Boulevard	111-unit apartment
159	Mixed-use	5950 W. Jefferson Boulevard	Office 64 ksf; retail 4 ksf; quality restaurant 2 ksf; high-turnover restaurant 2 ksf
160	Mixed-use	6024 W. Jefferson Boulevard	Office 123.572 ksf; manufacturing 64.206 ksf; coffee shop with drive-thru 2.2 ksf
161	CVS Pharmacy	8620 Western Avenue	Construct 11,702 sf CVS pharmacy with drive-thru
162	Apartments	3130 Slauson Avenue	Construct a net of 782 du apartments
163	Self-storage Facility & Apartment	7366 Osage Avenue	Three-story, self-storage facility with 3 du apartment to replace existing 8,945 mortuary building
164	Hotel	5250 Century Boulevard	Change of use from office to 452-room hotel with restaurant (3 ksf) and office (8,225 sf)
165	LAX Airfield and Terminal Modernization Project (ATMP)	Los Angeles International Airport	North airfield improvements; construction of Concourse 0 and Terminal 9; existing taxiways improvements; landside improvements including roadways, parking garage, and added station on LAX Automated People Mover
City of Culver City			
166	Entrada Creative Office	6161 W. Centinela Boulevard	281,209 sf office
167	Bentley Condos	3873 Bentley Avenue	3 new condominium dwelling units, resulting in 2 net new dwellings
168	Mixed Use	6221 Bristol Parkway	Includes 750 du apartments and 21,000 sf retail. Existing 60,157 sf retail to be removed
169	Pennylane Mixed-Use	11924 Washington Boulevard	3,750 sf restaurant, 11,250 sf retail, and 98-unit apartment. Existing 26,445 sf office/commercial to be removed
170	Residential	3837 Bentley Avenue	Addition of 3 new attached condominiums (net addition of two units)
171	Lorcan O'Herlihy Architects	3434 Wesley Street	New TOD Mixed Use project with 15 du, and 14,237 sf of office/gallery on a vacant lot
172	Residential	3906 Sawtelle Boulevard	Addition of one (1) new unit to an existing triplex
173	Harbor Freight	4545 Sepulveda Boulevard	28,534 sf retail
174	Residential	3832 Bentley Avenue	Four (4) new attached two-story residential condominium dwelling units (net addition of three (3) units) with subterranean parking
175	Residential	4109-4111 Duquesne Avenue	Addition of 2 residential units to existing duplex
176	Condominium/Townhome Redevelopment	4241 Duquesne Avenue	New three detached condominium/townhomes, resulting in 2 net new residential dwelling units
177	Residential	4180 Duquesne Avenue	New two-story, 4-unit condominium development
178	Residential	4234 Sawtelle Boulevard	Three (3) unit condominium with subterranean parking
179	Commercial Building	11198 Washington Place	New 3,850 sf commercial building and 500 sf outdoor dining
180	Office and Retail Building (Culver Pointe)	5800 Bristol Parkway	281,400 sf office
181	Gas Station Car Wash	11197 Washington Place	Conversion of existing vehicle repair and mini-mart into drive-thru car wash and construction of new 2,500 sf convenience store
182	Parcel B	9300 Culver Boulevard	118,000 gsf of office, retail, and restaurant space
183	Retail/Office	5450 Sepulveda Boulevard	14,000 sf commercial/retail building
184	TOD	8770 Washington Boulevard	Planned development/TOD mixed-use with 31,240 sf retail/restaurant and 115 du two-story residential units
185	Mixed-use	11281 Washington Place	New four-story mixed-use project with 4,898 sf retail and 14 residential dwelling units
186	Globe Housing Project	4044-4068 Globe Avenue	A total of 10 new residential dwelling units on existing vacant land. The site was previously developed with 7 single family homes
187	Residential	4227 Ince Boulevard	Subdivision of one (1) parcel into three (3) lots with two (2) units per lot, totaling six (6) du, resulting in five (5) net new units
188	Kayvon Mixed-Use Project	12712-12718 Washington Boulevard	New four-story mixed-use building with 5 for lease residential units, 3,414 sf retail, and subterranean parking. Approximately 2,340 sf existing/previous commercial uses
189	Retail/Restaurant Project	8511 Warner Drive	Five level parking structure with retail/restaurant. 51,520 sf of retail/restaurant uses. Parking Structure -307,522 sf
190	Residential	4034 La Salle Avenue	New two-story, 4-unit condominium development
191	Residential and Nursing Home	3814 Lenawee Avenue	New 8 single family dwelling units and 95 unit, 110 bed, assisted living and memory care
192	Residential	3961 Tilden Avenue	Five (5) new attached two-story residential condominium dwelling units (net addition of two (2) units) with subterranean parking
193	Shell Car Wash	11224 Venice Boulevard	New 3,150 sf commercial building, which includes a 2,285 sf convenience store and 864 sf automated car wash facility
194	The Culver Studios	9336 Washington Boulevard	Net increase of 413,127 sf of office and support facilities
195	Residential	4118 Wade Street	New 4-unit townhome subdivision
196	Mixed-Use	9355 Culver Boulevard	Three-story mixed use building consisting of a ground level salon, mezzanine, and office totaling 2,947 sf, and four residential units on the third floor
197	Costco Expansion	13463 Washington Boulevard	A 31,023 sf expansion of an existing 142,152 sf retail warehouse and demolition of an existing 63,213 sf grocery store/supermarket. Addition of two fuel pumps at existing fueling station
198	Mixed-Use	3710 & 3750 S. Robertson Boulevard	141-unit apartment, 30,000 sf retail, 64,200 sf office. Existing FedEx distribution center to be removed
199	Office and Retail	11012-11014 Washington Boulevard	Two-story office and retail building totaling 3.385 ksf
200	Baldwin Site Mixed-Use Project	12803 Washington Boulevard	Mixed-use project consisting of 37 du and 7,293 sf of retail
201	Office	12038 Washington Boulevard	New 2,685 sf office building
202	Mixed-Use	9735 Washington Boulevard	New four-story 166,254 sf retail and office building, with 55,477 sf office, 12,379 sf retail and restaurant, and 228 parking spaces
203	Office Building	9919 Jefferson Boulevard	New three-story, 62,558 sf, office and research and development (laboratory) building, as well as a five (5) level parking structure containing 398 parking spaces, and associated site improvements
204	Washington & Helms Mixed-Use Development	Helms Avenue & Washington Boulevard	262-unit apartment, 69,500 sf office, 22,000 sf retail, 5,000 sf restaurant. Existing manufacturing, retail, auto body, residential uses to be removed
205	Residential	12464 Washington Place	New 3-unit residential condominium subdivision (net addition of two (2) units) with on-grade parking garages
206	Residential	4115 Lincoln Avenue	New 2-unit condominium
207	Residential	3603 Wesley Street	Two new units with reduced backup aisle from parking spaces
208	Mixed-Use	8777 Washington Boulevard	Construct 4,500 sf of retail and 128,000 sf of office use. Demolish existing 12,485 sf of retail use and 4,731 sf of restaurant use
209	Mixed-Use	8888 Washington Boulevard	Construct new office building with 59,325 sf of office use, 2,878 sf of retail, and 3,184 sf of restaurant. Demolish existing 9,992 sf auto repair shop
210	Market Hall Project	NW & NE corner of Centinela Avenue/Washington Boulevard	15,526 sf specialty retail, 14,680 sf quality restaurant and 5,210 sf high-turnover restaurant
211	Triangle Site - Washington/National TOD	Corner of Washington Boulevard/National Boulevard	Transit oriented development to include 200 du, mid-rise apartments, 148-room hotel, 201,000 sf office, 24,000 sf specialty retail, 10,000 sf of high-turnover restaurant and 10,000 sf quality restaurant
212	Office & Retail	10000 Washington Boulevard	Renovation of existing nine-story office building. Convert ground floor lobby space to office, retail and restaurant space. New construction includes a new stand-alone 3,115 sf one-story restaurant building and a second floor within the atrium to add 5,500 sf of office space
213	Airport Marina Ford	6002 Centinela Avenue	27,568 sf addition consisting of 29 service bays and 12,900 sf of parts and service on vacant land
214	Caroline Condominiums	3440 Caroline Avenue	Two (2) new single family dwellings, resulting in one (1) net new dwelling unit
215	Modification to CUP, Enrollment Increase (The Help Group)	12095 - 12101 Washington Boulevard	Increase in enrollment from 600 to 650 students at an existing private school for special needs students, grades Pre-K through 12
216	Union 76	10638 Culver Boulevard	Convenience store 2,676 gsf
217	Stoneview Nature Center	5950 Stoneview Drive	A new four-acre park with a new one-story 4,000 sf building, with a multi-purpose room, staff office, and restrooms
218	Orchard Supply Hardware	11441 Jefferson Boulevard	Addition of 12,737 sf to an existing 19,406 sf commercial space used as a retail office supply store, to be used as a home improvement store, within an existing 36,538 sf multi-tenant commercial building, and conversion of an existing 4,988 sf paint store into an indoor nursery area
219	Grandview Apartments	4025 Grand View Boulevard	New three-story, for lease housing development, consisting of 36 units, with subterranean parking. Previous/existing use includes 20 mobile home units
220	Retail Building	3030 La Cienega Boulevard	Addition of 1,250 sf of retail floor area to an existing 8,338 sf retail building, and new tandem parking
221	The Bridge	6066 Washington Boulevard	Addition of 3,246 sf of commercial (office) floor area with additional stacked/automated parking, to an existing 5,231 sf commercial building
222	4-Unit Sawtelle Condo's	4041 Sawtelle Boulevard	Four (4) new condominium dwelling units, resulting in three (3) net new dwelling units

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
223	Willows School CUP Modification	8509 Higuera Street; 8476 Warner Drive	Modification to previously approved CUP to allow a playfield and increase student enrollment by 100, from 475 to 575, consistent with School Master Plan
224	Auto Repair Facility	2926 La Cienega Boulevard	Four (4) bay auto repair use within existing car rental facility
225	4-Story Commercial	5645 Sepulveda Boulevard	New four-story office building approximately 3,193 sf retail on ground floor and 38,712 sf medical office, 5-level subterranean garage (198 parking spaces). Demolition of approximately 5,000 sf of existing commercial building.
226	Robertson Mixed Use	3727 Robertson Boulevard	New four-story mixed-use development, including approximately 8,135 sf of commercial floor area and eight (8) du. Demolition of approximately 6,800 sf 1-story commercial building and surface parking
227	Washington/Tivoli Mixed Use Project	13112-13114 Washington Boulevard	Mixed-use project with 1,536 sf of retail/restaurant (breakdown unknown at this time), 3,702 sf of office, and two (2) residential dwelling units. Previous/existing uses: vacant land
228	Automated Parking	5977 Washington Boulevard	New 48 space stacked parking facility on a property with a vacant commercial building, to serve as off-site parking for commercial building at 5965 Washington Boulevard
229	Stacked Parking - NFL Building	10950 Washington Boulevard	Addition of approximately 150 parking spaces through installation of two (2) to four (4) level parking stackers and surface lot restriping for tandem parking to support exisitng media offices. No additional square feet
230	Jackson Condos	4051 and 4055 Jackson Avenue	New nine (9) unit residential condominium project replacing six (6) existing units, for a net increase of three (3) du
231	Jazz Bakery	9814 Washington Boulevard	New 200 seat Performance Theatre with a museum and bakery/café, 2-stories and estimated 7,500 sf, on a property developed with a vacant residential structure
232	Boutique Hotel	11469 Jefferson Boulevard	Demolition of 12,958 sf commercial shopping center. New five-story hotel of 183 rooms with restaurant and outdoor dining
233	Park Century School	3939 Landmark Street	New athletic field, 2,441 sf classroom building, and two-level subterranean parking, to allow an increase in student enrollment from 120 to 170 and increase of 20 staff people
234	ECF Site	8700, 8710, 8740, and 8750 Washington Boulevard	Preliminary concept - Mixed-use TOD with approximately 199 residential units and 40,00 sf of commercial space (17,250 sf of live/work space, 5,000 sf of restaurant, and 17,750 sf of retail), on a 3.06 to possibly 3.53 acre site, currently developed with multiple uses
235	Bristol Parkway Mixed Use	6201 Bristol Parkway	New mixed-use project, including 16,000 sf of commercial retail/restaurant space, 775 residential dwelling units, and 850 parking spaces on a six (6) acre site. Existing shopping center (approximately 60,000 sf of commercial floor area) to be demolished
236	Office Building	11259 Washington Boulevard	New three-story, 3,682 sf office building with at-grade parking, on an existing vacant site
237	Commercial Building	4333 Sepulveda Boulevard	Commercial building addition 2.971 ksf
238	Residential	9615 Lucerne Avenue	New 2-unit condominium
City of El Segundo			
239	Raytheon Campus Specific Plan Office Park Expansion	2100 El Segundo Boulevard	Existing 2,089 ksf light industrial to be replaced with 7.2 ksf retail, 3.5 ksf bank, 9 ksf full service restaurant, 7.3 ksf fast food restaurant, and 43 ksf medical office
240	Hotel	888, 892 and 898 N. Sepulveda Boulevard	Five-story 190-room, 107,090 gsf hotel on vacant parcel and operate airport park and ride facility on existing 840-space parking structure
241	Convert Warehouse to Office	2265 E. El Segundo Boulevard	Convert 3,050 sf existing warehouse to office use
242	Wiseburn School District H.S.	201 N. Douglas	335,000 sf total for new high school after demo of 90k - 170,000 sf. New high school to contain 180,000 to 240,000 sf of building area and an enrollment of 1,200 students
243	Convert Parking to Hotel	199 Continental Boulevard	152-room hotel, 71,000 sf, to replace existing parking lot
244	Condominiums	711 Main Street	Existing 2-unit (2,758 sf) residential to be expanded to 4-unit (6,963 sf)
245	Office	400 Duley Road	73,000 sf office on vacant parcel
246	Industrial Addition	750 S. Douglas	Additional 4,986 sf to existing 15,076 sf industrial building
247	Corporate Office and Athletic Training Facility	2275 Mariposa Avenue	120,380 sf total new - 52,000 sf corporate office plus 68,380 sf athletic training facility
248	New Office	500 S. Douglas and 2330 Utah Avenue	New 80,000 sf office to replace existing 55,000 sf industrial use
249	Office	123 Nevada Street	New 4-unit commercial office condominium converted from 1,700 sf industrial uses
250	Office and Private Hotel	2125 Campus Drive	A 500-space parking structure, 49,111 sf office building and 104,415 sf office building replacing vacant land
251	Office Boeing S-50 Building Addition	1700 E. Imperial Avenue	Addition of 96.898 ksf to existing 169,390 sf building
252	Condominiums	535 Indiana Street	4-unit condominium to replace 1 single-family unit
253	Data Center/Office	445 N. Douglas Street	New 314,288 sf data center to replace 223,000 sf land use (106,000 sf office and 117,000 sf warehouse industrial)
254	El Segundo Corporate Campus	710 N. Nash Street	611,545 sf office plus 13,660 sf retail on an existing vacant parcel
255	Office	1950 E. Grand Avenue	93.569 ksf office
256	Hotel	101 Continental Boulevard	167-room hotel
257	Data Center/Office	444 N. Nash Street	Demolition of 11,769 sf and construction of 75,435 sf data center. New total: 180,422 sf data center
258	Hotel	1960 E. Grand Avenue	150-room hotel
259	Residential	425-429 Indiana Street	8 residential units
260	Condominiums	616-620 W. Imperial Hwy	12 unit condominiums
261	Condominiums	301, 303, 305 W. Palm Avenue	7 unit condominiums, replacing existing 9-unit apartments
262	Mattel Grand Way Project - Phase II	455 Continental Boulevard and 1955 E. Grand Avenue	New fourteen-story 300,000 sf R&D office tower and 810-space parking structure (existing 55,000 sf office)
263	Walgreens	331 N. Pacific Coast Hwy	67 ksf retail
264	Parking Structure	525 N. Sepulveda Boulevard	1,029 space 328.532 ksf parking structure
265	Mixed-Use Commercial	141 Main Street	12.550 ksf mixed-use commercial
266	Warehouse, Office, Manufacturing	900, 950 Sepulveda Boulevard & 960, 901 - 915 Selby Street	20.819 ksf warehouse, 139.558 ksf office, 14.025 ksf manufacturing; from existing 80.165 ksf warehouse, 72.084 ksf office, 2.554 ksf manufacturing
267	Senior Assisted Living Facility	540 E. Imperial Avenue	304 senior housing residential units or 58 single and multi-family (175,000 sf); previously 22.5 ksf school
268	Indoor Ice Rink	555 N. Nash Street	17.315 ksf indoor ice rink
269	Office	116 W. El Segundo Boulevard	38 ksf office
270	In-N-Out Burger Fast-Food Restaurant with Drive-Thru	600-630 Sepulveda Boulevard	Existing Sizzler (sit-down dining) to become 3.714 ksf fast-food restaurant with drive-thru
271	Light Industrial	123 Lomita Street	10.764 ksf light industrial
272	General Office	2130 E. Maple Avenue	20.955 ksf general office
273	Research and Development	140 Sheldon Street	7.116 ksf research and development office, replacing 1.756 industrial building
274	Restaurant	2171-2191 Rosecrans Avenue	13.57 ksf restaurant
275	LA Air Force Base - Area A	SE Aviation Boulevard	Remove office 835 ksf; add 525 units condominiums
276	Fast-food Restaurant with Drive-Thru	740 Pacific Coast Highway	Existing Credit Union Bank (8,100 sf) to be replaced with 4,696 gsf fast-food restaurant with drive-thru
277	Hotel	707 Pacific Coast Highway	116-rom hotel replacing 7.82 ksf restaurant
278	Mixed-use	2120 Rosecrans Avenue	240 ksf office; 66 ksf studio and production facilities; 7 ksf retail on existing vacant land
279	Pro Shop and Hitting-bay	400 S. Pacific Coast Highway	Three-story (71 ksf) hitting-bay and accessory use (restaurant, bar, meeting and event space) to replace existing 2,500 sf pro shop and driving range
280	Office Addition	140 Oregon Street	Additional 70 ksf office to existing office building
281	Mixed-use	401-615 N. Pacific Coast Highway	Replace existing parking lot with 263-unit apartments and 11 ksf retail/restaurant
282	Mixed-use	212 Eucalyptus Drive	Replace existing warehouse (5.35 ksf) with 13.485 ksf office and 634 sf café/food-to-go
283	Office	2221 E. Park Place	Additional 27.478 ksf office to existing office (56.6 ksf)
City of Lawndale			
284	Lawndale Annex	14899 Aviation Boulevard	289-unit condominium
285	Grevillea Gardens	4430 W. 153rd Street	41-unit condo and mixed use
286	Condominiums	4741 & 4743 W. 165th Street	4-unit condominium
287	Duplex Development	15133 Osage Avenue	2-unit duplex
288	Del Taco	16606 Hawthorne Boulevard	New fast food restaurant
289	Duplex Development	4212 W. 162nd Street	2-unit duplex
290	Condominiums	4720 & 4724 W. 164th Street	4-unit condominium
291	Duplex Development	4136 W. 160th Street	2-unit duplex

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
County of Los Angeles			
292	Proposed Aviation Station Project	11604 Aviation Boulevard	Lot 1: 281-unit condo/townhomes, 5 ksf retail/commercial; Lot 2: 112-unit apartment and 21.5 ksf retail/commercial
293	West Los Angeles Community College Master Plan	Overland Avenue at Freshman Drive	approximately 291,300 sf of new building and renovation. Anticipate future student population of approximately 18,904 students and 1,248 employees by Fall 2022. Project includes second access road, parking structures, landscaping and development of athletic facilities
294	Lennox Charter High School	11044 and 11111 Freeman Avenue	560 students
295	Marina Expressway Homes	Marina Expressway Eastbound & Mindanao Way	28 single family condominiums
296	Marina del Rey Local Coastal Plan	1 Marina Expressway	Marina Del Rey Local Coastal Program (MDR LCP) Amendment. Development includes residential: 2,044 du, hotel: 505 rooms, retail: 273,741 sf, restaurant: 1,323 seats, congregate care: 129 du, office: 26,000 sf, dry storage space: 375 spaces, and library: 3,000 sf
297	Senior Housing	1252 W. 105th Street	74-unit, 100% affordable senior housing in the R-2 Zone
298	Laundromat	11034 S. Western Avenue	New use laundromat for a total 4,983 sf
299	Residential	5550 S. La Brea Avenue	32-unit apartment
300	Office Addition to Child Care Center	3816 W. 54th Street	New 2-floor office space 1,196 sf
301	Mixed-Use	11810 Bandera Street	100-unit affordable housing apartment, 5,260 sf child care center, 7,200 sf office
302	Residential	13204 Salinas Avenue	94-unit condominiums
303	Residential	1212 W. 107th Street	22-unit apartment
304	Hotel	12000 S. Western Avenue	44-room hotel
305	School	11130 S. Western Avenue	11,662 sf school
306	Hotel	11814 Aviation Boulevard	128-room hotel
307	Residential	1743 Imperial Highway	39-unit apartment
308	Residential	1423 W. 120th Street	57-unit condominiums
309	Residential	1509 W. 102nd Street	12-unit apartment
310	Residential	1539 102nd Street	10-unit apartment
311	Residential	8910 S. Normandie Avenue	6-unit apartment
312	Commercial	10601 S. Vermont Street	4,500 sf coin laundry and self-service car wash
313	Residential	215 E. El Segundo Boulevard	9-unit single-family homes
314	Auto Repair	9223 S. Vermont Avenue	2,858 sf auto mechanic shop
315	Warehouse	12804 Spring Street	4,096 sf warehouse
316	Apartments	11824 Aviation Boulevard	36-unit apartment (20 three-bedroom units, 4 two-bedroom units, 12 one-bedroom units), 58 parking spaces, 28 bicycle parking spaces; five-story
317	Apartments	10505 Hawthorne Boulevard	32-unit apartment complex, with 5 units set aide for low-income tenancy
318	Apartments	14733 S. Stanford Avenue	85-unit apartment
319	Charter Middle School	5343 S Mullen Avenue (or 3751 W 54th Street)	Charter middle school
320	Multi-Family Residence Development	5101 S. Overhill Drive	Create one multi-family residence lot developed with 88 attached single-family residence condominium units on 1.875 acres
321	Dollar Tree Store	3838 W. Slauson Avenue	Convert commercial building into Dollar Tree Store; approved for a 1,060 sf addition to an existing commercial building; 9,877 sf total
322	Apartments	1240 W. 105 Street	42-unit apartment building
323	Arco Gas Station	11408 S. New Hampshire Avenue	Construction of new Arco gas station with 2,900 sf convenience store
324	Residential	2178 Firestone Boulevard	Residential care 16 beds
325	Mixed-Use	905 E. El Segundo Boulevard	Community center 1 ksf; amphitheater and lawn 1,100 seats; music center 1 ksf; nature lab 1 ksf; museum gallery 1 ksf; museum art storage 1 ksf; aquatic center 1 ksf; gymnasium 1 ksf; multi-purpose stadium 3,000 seats; outdoor athletic fields 3 fields; equestrian center 85 stables
326	Apartments	1854 E. 118th Street	100-unit apartment
327	Homeless Shelter	13200 S. Avalon Boulevard	Homeless shelter 79 rooms
328	Apartments	11735 Holmes Avenue	61-unit apartment
City of Hawthorne			
329	Residential	Bounded by Ramona Avenue to the west, 116th Street to the north, 118th Street to the south, and Grevillea Avenue to the east	128 single family homes
330	360 South Bay	SE corner of Aviation Boulevard and El Segundo Boulevard	610 condominiums
331	Condominiums/Office	13806 Hawthorne Boulevard	171 units and 32,500 sf of office space
332	Prestige Villas	4500 W. 116th Street	128 detached condominiums
333	Single Family Homes	14000 Yukon Avenue	6 units
334	Downtown Hawthorne Specific Plan	The area boundaries include the I-105 Freeway on the north, Prairie Avenue, Freeman Avenue and its extension through residential neighborhood to the city limits on the south, and Ramona Avenue and Inglewood Avenue on the west. In addition to the major north-south arterial Hawthorne Boulevard, the DHSP area includes the east-west segments of Imperial Highway, 120th Street, El Segundo Boulevard, and Rosecrans Avenue	The DHSP designates five land use areas (Residential, Commercial, Hospitality, Mixed-Use and Public/Quasi Public) and four opportunity sites known as Transformative Projects. The four Transformative Projects in the DHSP are sites identified for new and catalytic development and investment and are listed below
335	Civic Center		A public-private partnership opportunity that can have a mix of civic, hotel, retail and housing uses that frame a community gathering space
336	South Bay Ford		A mid-scale mixed-use development that helps catalyze the southern portion of Hawthorne Boulevard. Medium and higher density residential development
337	St. Joseph's Plaza		A underutilized corner that can become a new, dynamic public space. No set dates. DT Hawthorne Specific Plan design ideas suggest a local plaza for the community
338	Hawthorne Mall Site		Proposed outlet but no set date for development - existing a shuttered mall
339	Green Line Specific Plan Project (Dinerstein Companies Residential)	SE corner of Crenshaw Boulevard and Jack Northop Avenue	230 du apartments and 3,700 sf of restaurant
340	Icon at Rosecrans	14135 Cerise Avenue	127 residential units (affordable housing)
341	Marriott Hotels (Courtyard and TownePlace Suites)	4427 El Segundo Boulevard	350 rooms and full-service restaurant
342	Hilton Hotel (Garden Inn)	11519 Acacia Avenue	119-room hotel
343	Residential	11845 Grevillea Avenue	Condos 13 units
344	Residential	3222 W. 139th Street	Condos 7 units
345	Residential	3670 W. Imperial Highway	96 condominium units with 2,000 sf retail space
346	Residential	3857 W. 139th Street	Condos 12 units
347	Residential	13403 Kornblum Avenue	Condos 12 units
348	Residential	14128 Kornblum Avenue	Condos 100 units
349	Residential	14412 Yukon Avenue	Condos 11 units
350	Residential	11416 Inglewood Avenue	Condos 13 units
351	Residential	14105-14137 Chadron Avenue	109 residential units (24 units affordable to moderate income households)
352	Residential	14004 Doty Avenue	22 residential units (6 units moderate income households)
353	Hotel	5151 El Segundo Boulevard	129-room hotel with minimum of 125 parking spaces
354	Costco Gas Station Expansion	14501 Hindry Avenue	Costco gas station expansion
355	Costco Gas Station	12530 Prairie Avenue	Costco gas station

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
356	Residential	12021 Hawthorne Way	3 single family homes
357	Mixed Use	3670 Imperial Highway	approximately 13,938 sf of commercial and 48 condominiums
358	Parking Structure	East side of Crenshaw Boulevard (between 120th Street and Northrop Avenue)	Seven-story parking structure - approximately 1,469 stalls
City of Gardena			
359	Townhomes	1335 W. 141st Street	50 du townhomes, three-story
360	Mixed-Use	1450 W. Artesia Boulevard	Construction of 73,600 sf industrial uses, 16,000 sf office uses, and 147,200 sf storage uses
361	Industrial	1720 W. 135th Street	100,438 sf industrial building
362	Residential	16819 Normandie Avenue	Single room occupancy, 63 units
363	Residential	14321 Van Ness Avenue	40 condos/townhomes and 1,835 sf retail
364	Residential	1715 W. 149th Street	5-unit townhouse development
365	Residential	1333 168th Street	3-unit condo development
366	Residential	1348 W. 168th Street	Small lot subdivision, 9-unit apartment
367	Commercial	16016 S. Western Avenue	9,685 sf addition to existing commercial office building
368	Commercial	15106 South Western Avenue	Refacade of an existing 5,895 sf building and change use from automotive repair to retail commercial
369	Commercial	16210 Crenshaw Boulevard	New 4,860 sf drive-thru restaurant
370	Commercial	15930 S Western Avenue	New two-story medical and professional office building, 6.43 ksf
371	Residential	13919 Normandie Avenue	Single room occupancy, 20 units
372	Residential	1341 W. Gardena Boulevard	14 townhomes and 3,385 sf of retail/office
373	Commercial	1399 W. Artesia Boulevard	4,733 sf gas station at an existing Sam's Club retail store (16 fuel positions)
374	Commercial	15501 S. Normandie Avenue	Refacade existing shopping center and develop a new a 1,850 sf drive-thru restaurant
375	Commercial	14105 S. Vermont Avenue	Construction of a new 1,500 sf restaurant
376	Commercial	1201 W. 155th Street	11,550 sf Dialysis Health facility
377	Residential	14504 S. Normandie Avenue	96 townhomes
378	Residential	15350 Van Ness Avenue	42 townhomes
379	Residential	16908 S. Normandie Avenue	21 single family homes
380	Residential	1147 W. Gardena Boulevard	Multi-family (apartments), 4 units
381	Residential	16958 S. Western Avenue	46 townhomes
382	Residential	15927 S. Brighton Avenue	Multi-family (apartments), 2 units
383	Retail	525 E. Rosecrans Avenue	3.14 ksf of retail
384	Mixed-Use	1112 Gardena Boulevard	12 apartment units and 3,986 sf of commercial space
385	Townhomes	1515 W. 178th Street	New 114 unit townhomes on existing 105,036 sf warehouse
386	KB Home Stonefield	1017 W. 141st Street and 14031 S. Vermont Avenue	Three-story townhomes, 63 units
387	Restaurant	1420 Redondo Beach Boulevard	Restaurant, 4.053 ksf
388	Townhomes	2315, 2401, 2403, 2415, 2421, & 2545 Marine Avenue	54 townhomes and 10 live/work, a total of 64 units
389	Mixed-Use	2129 Rosecrans Avenue	113 du townhomes, three-story, including 15 live/work with 3,969 sf commercial
390	Industrial	1528 W. 134th Street	New 62,960 sf industrial building
391	Restaurant	2169 Redondo Beach Boulevard	New 3, 486 sf drive-thru restaurant
392	Transit-Oriented Development SP Project	12850 Crenshaw Boulevard	265 du, apartments/studio apartments
393	Townhomes	1938 W. 146th Street	6 du townhomes
394	Residential	13615, 13619, 13633 Vermont Avenue	84 du, 82 market rate units (2 du affordable)
395	Townhomes	1621 W. 147th Street	6 du townhome, three-story

Source:

[1] City of Inglewood, Department of Economic & Community Development website (https://www.cityofinglewood.org/1016/Environmental-Documents), May 2020; City of Inglewood, July 2020
[2] City of Los Angeles, June 2020.
[3] City of Culver City, Active Projects Map Website. (https://www.culvercity.org/city-hall/city-government/city-departments/community-development/current-planning-division/active-projects-map), May 2020
[4] City of El Segundo, Department of Planning and Building Safety website. (https://www.elsegundo.org/government/departments/planning-and-building-safety-department/planning-division/cumulative-projects-list) May 2020; City of El Segundo, May 2020.
[5] City of Hawthorne, May 2020.
[6] City of Gardena, Gardena Development Projects Website. (https://www.cityofgardena.org/development-and-planning/), May 2020; City of Gardena, May 2020.
[7] Traffic Impact Study, Continental Grand Campus Specific Plan DEIR, September 2017.
[8] Final Environmental Impact Report, Green Line Mixed-Use Specific Plan, June 2017.
[9] Traffic Study for the Landside Access Modernization Program (LAMP) DEIR, September 2016.
[10] Inglewood Basketball and Entertainment Center Project DEIR, December 2019.

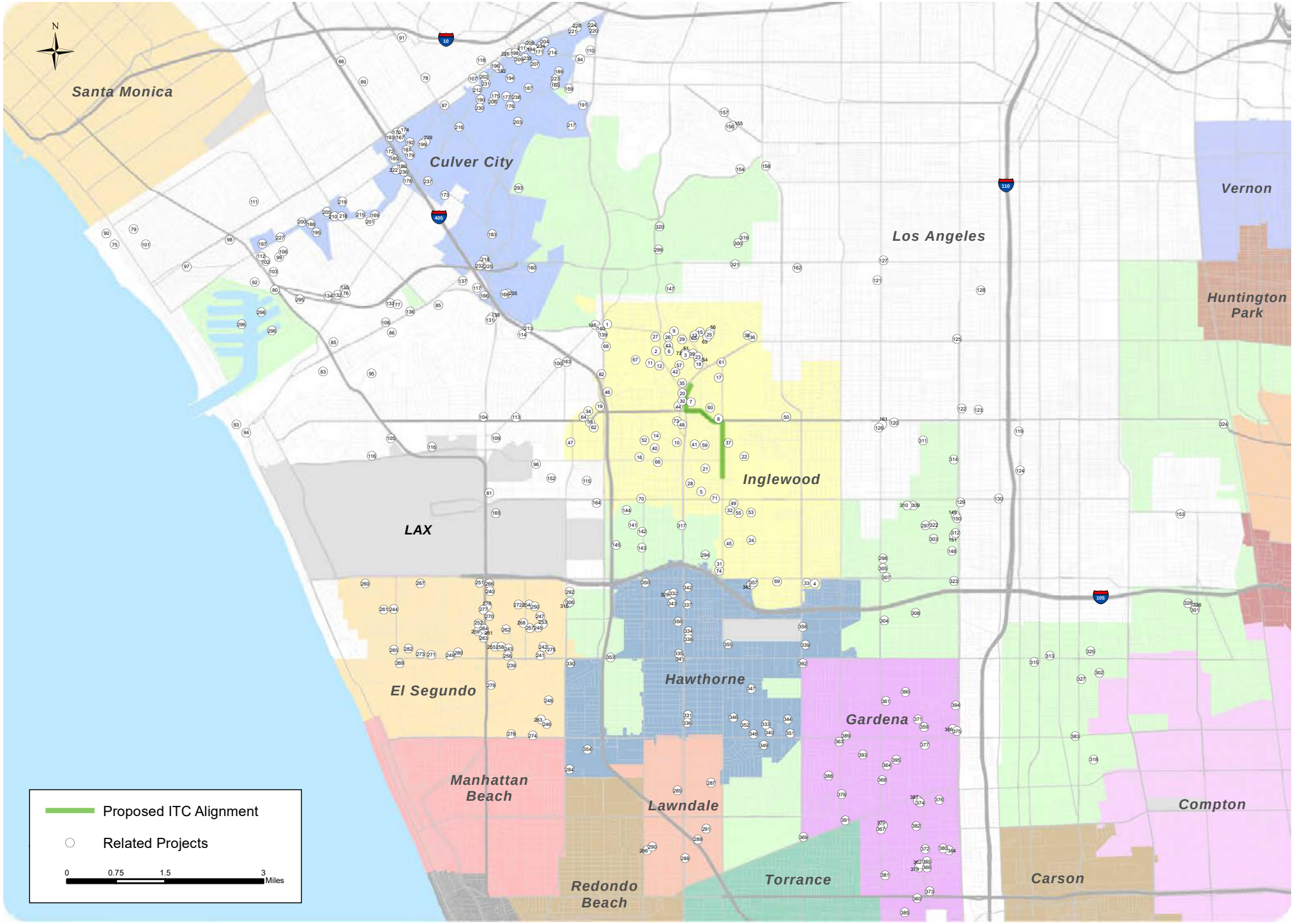
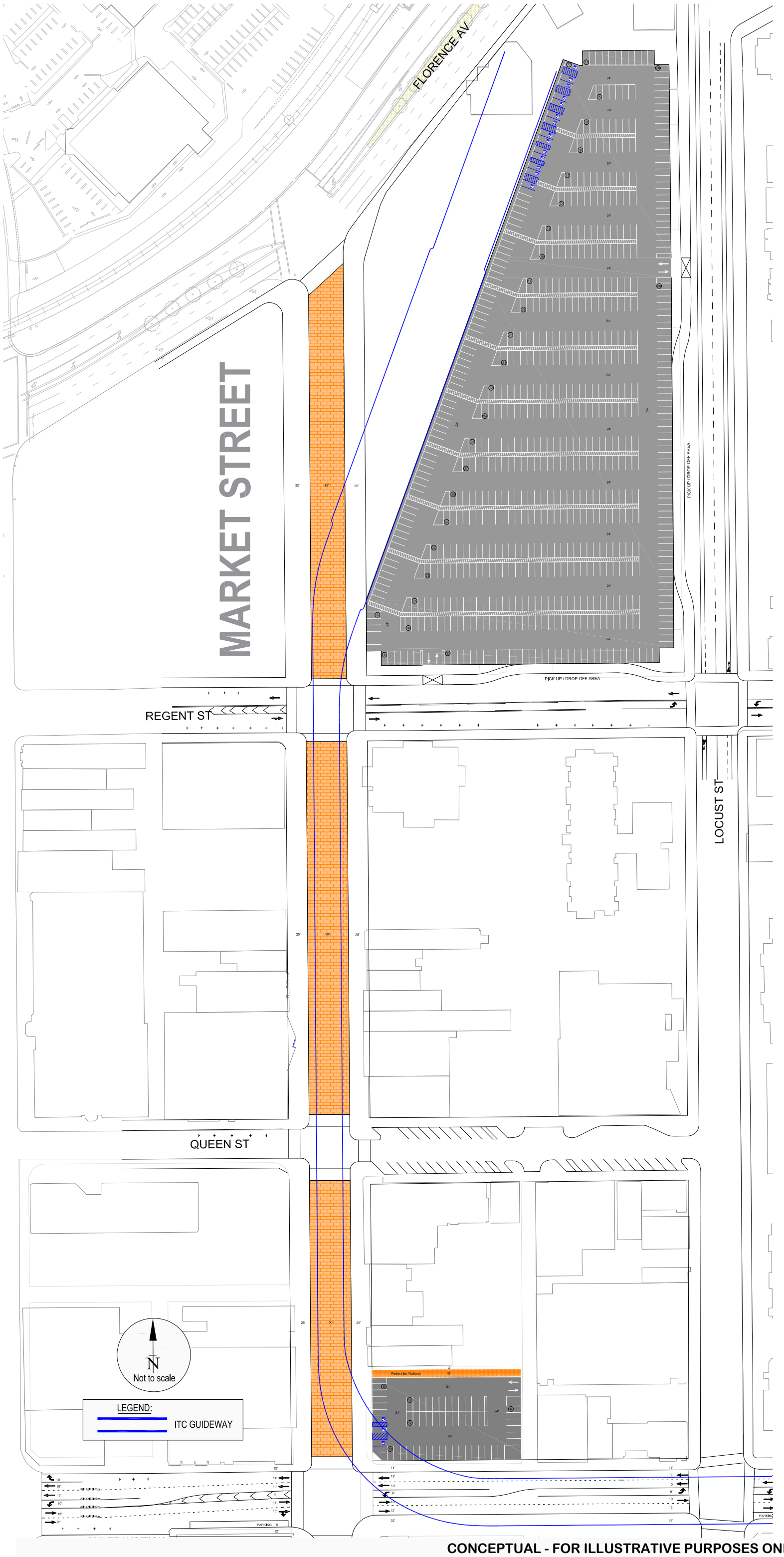


FIGURE E1
LOCATION OF RELATED PROJECTS

RAJU Associates, Inc.

APPENDIX F

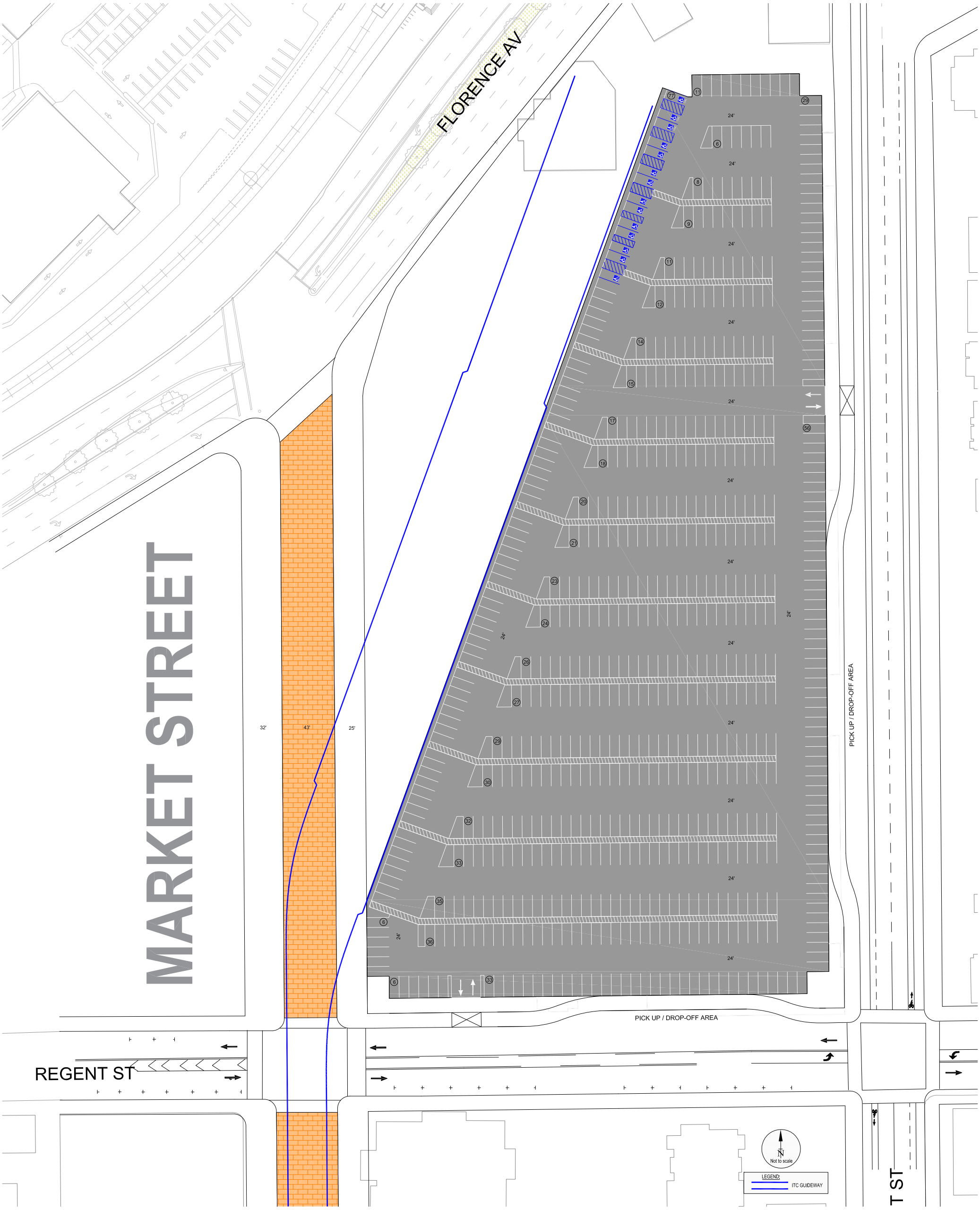
ALTERNATIVES



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

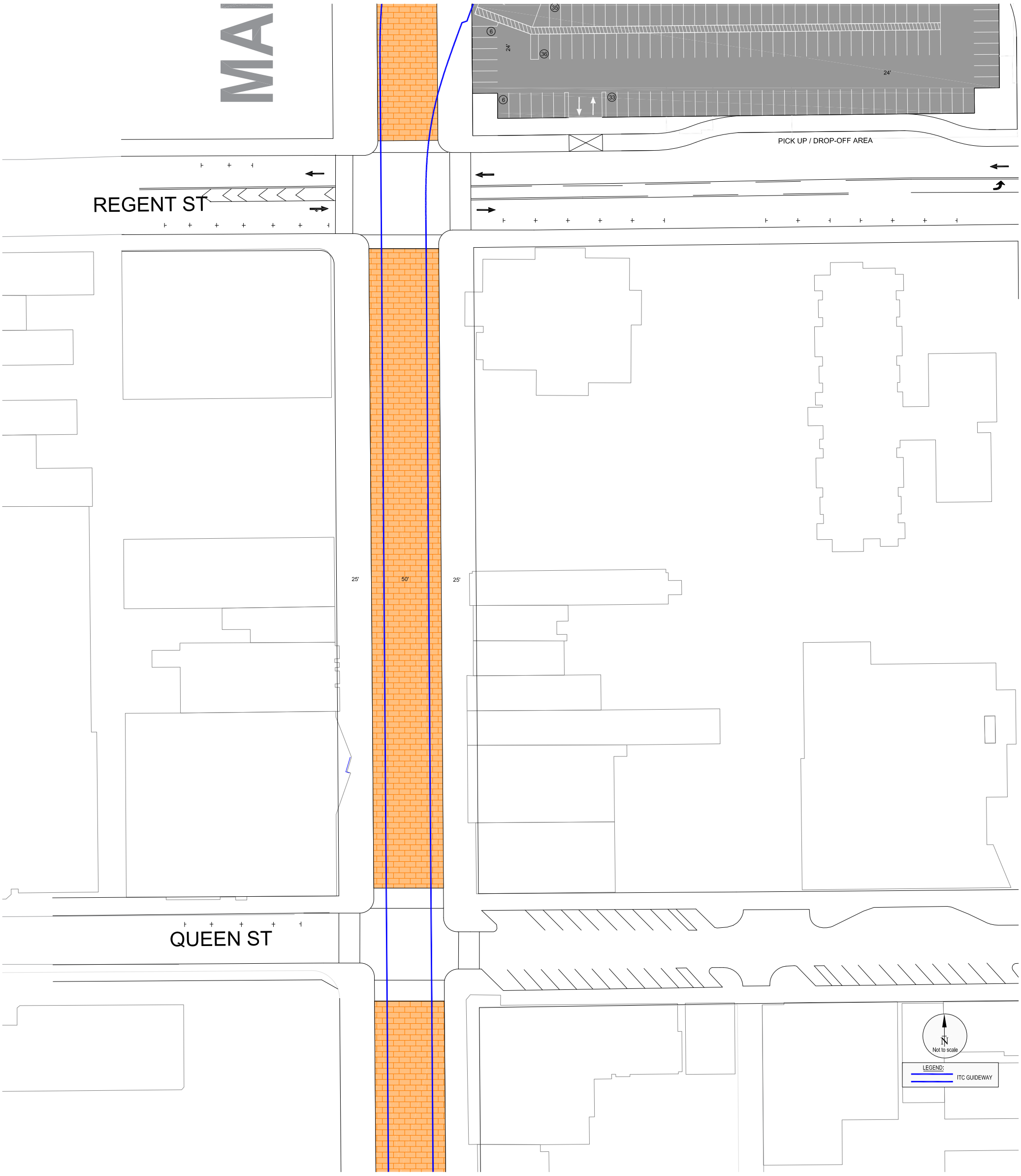
APPENDIX F

ALTERNATIVE 3 - MARKET STREET PEDESTRIAN PROMENADE - CONCEPTUAL ROADWAY STRIPING



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

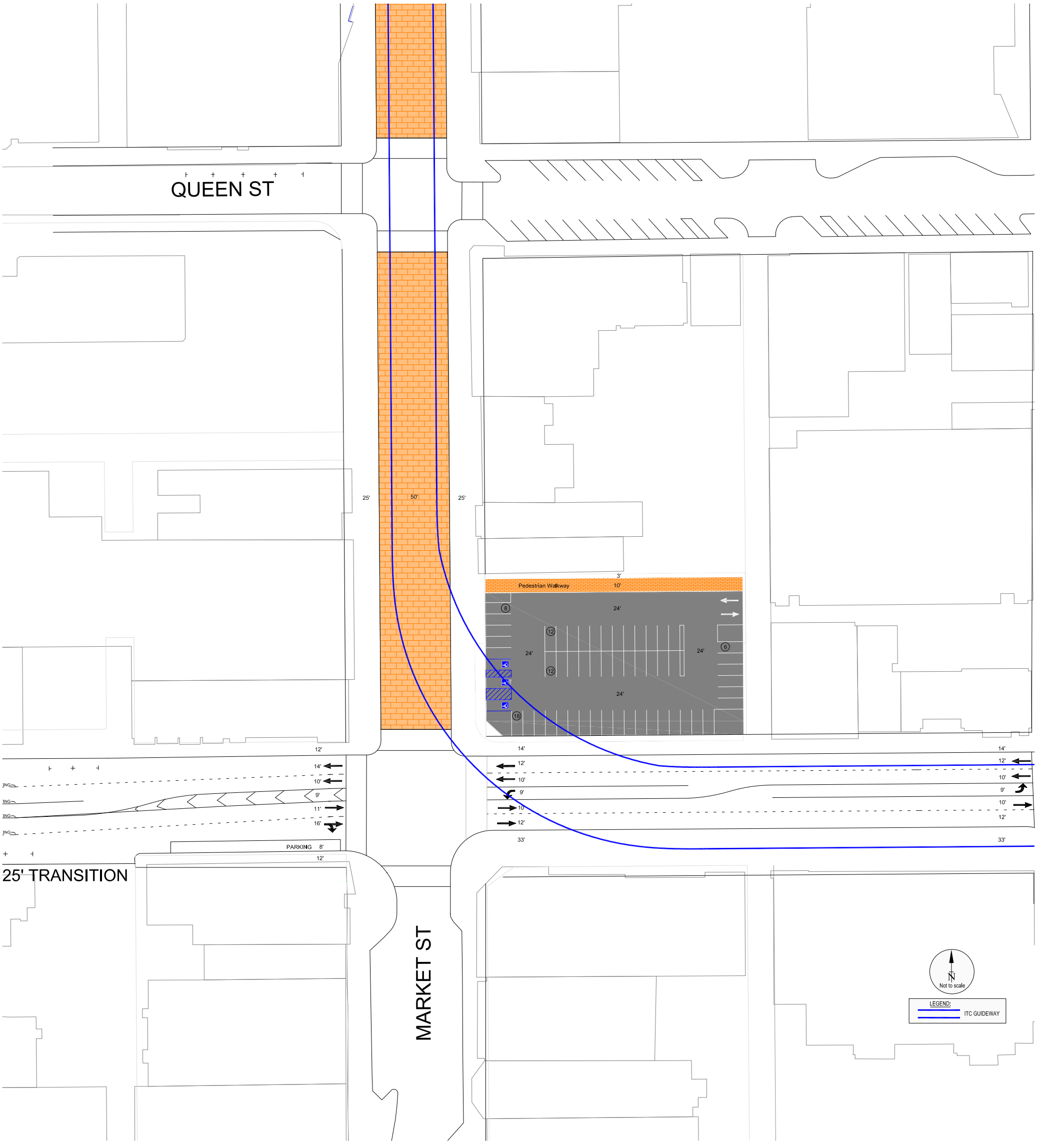
APPENDIX F1
ALTERNATIVE 3 - MARKET STREET PEDESTRIAN PROMENADE - CONCEPTUAL ROADWAY STRIPING
FLORENCE AVENUE TO REGENT STREET



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX F2

ALTERNATIVE 3 - MARKET STREET PEDESTRIAN PROMENADE - CONCEPTUAL ROADWAY STRIPING REGENT STREET TO QUEEN STREET



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

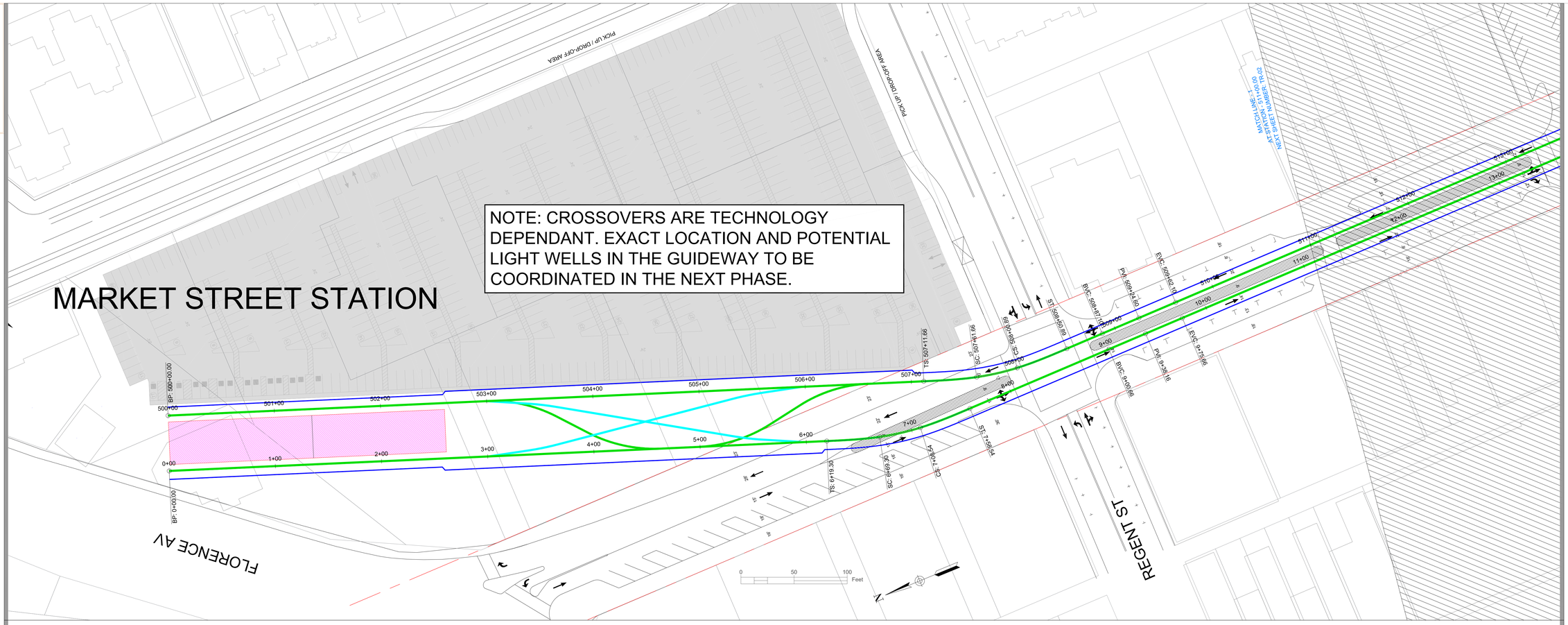
APPENDIX F3

ALTERNATIVE 3 - MARKET STREET PEDESTRIAN PROMENADE - CONCEPTUAL ROADWAY STRIPING QUEEN STREET TO MANCHESTER BOULEVARD

Drawn By:

Checked By:

Approved By:



DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

Project Alternative Plan and Profile; Nov 5, 2020

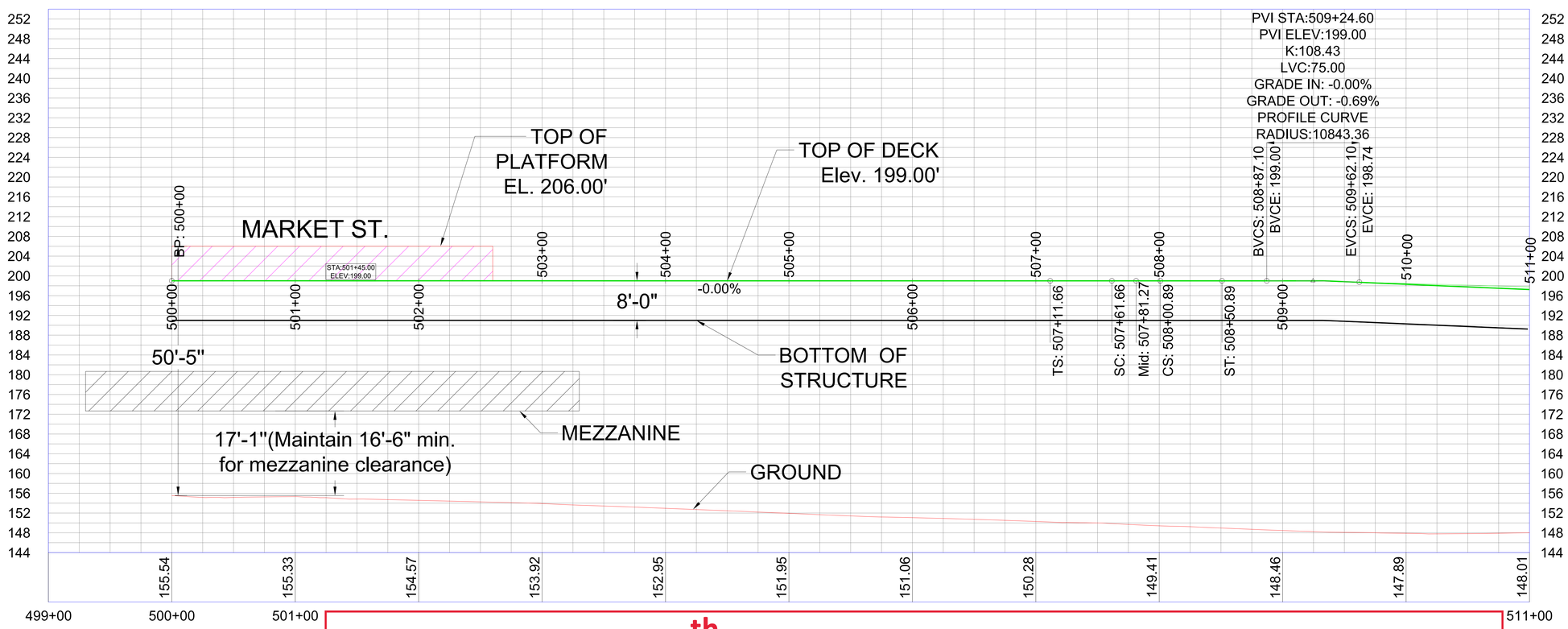


Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PACKAGE:

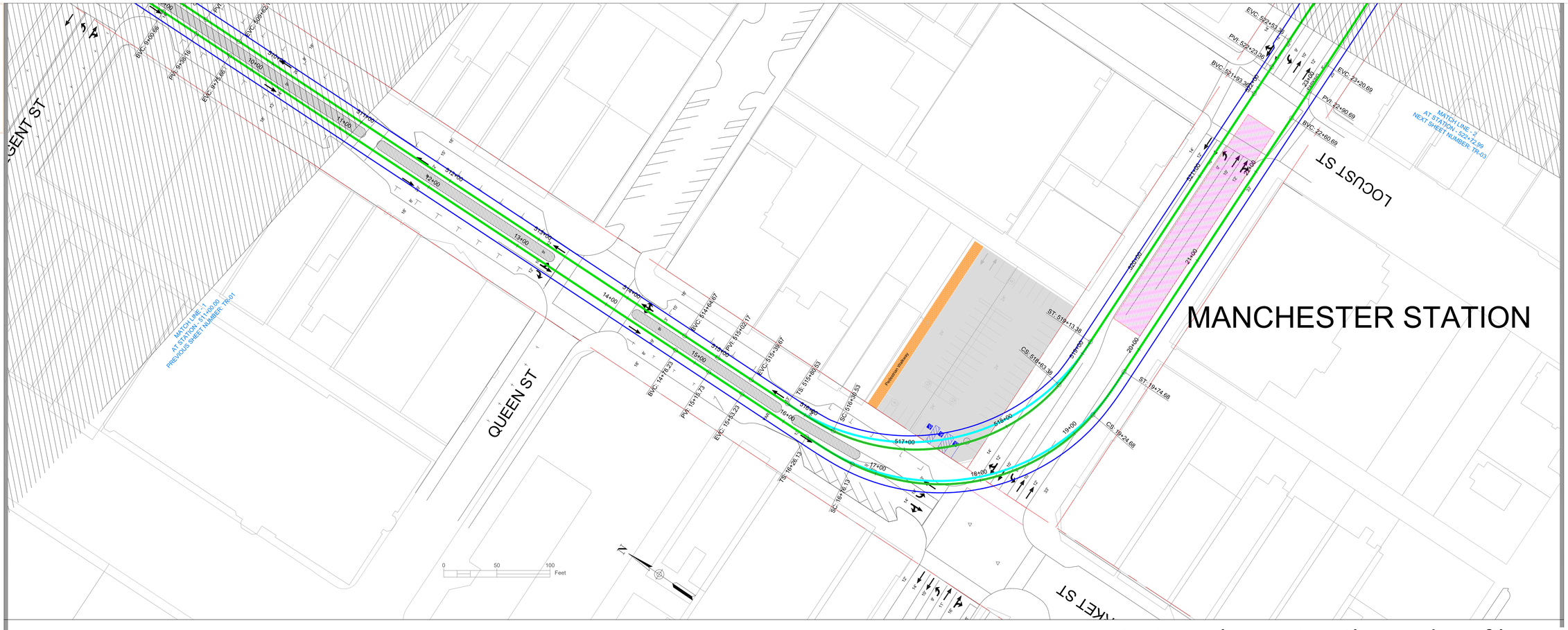
Revision		
No.	Date	Description

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

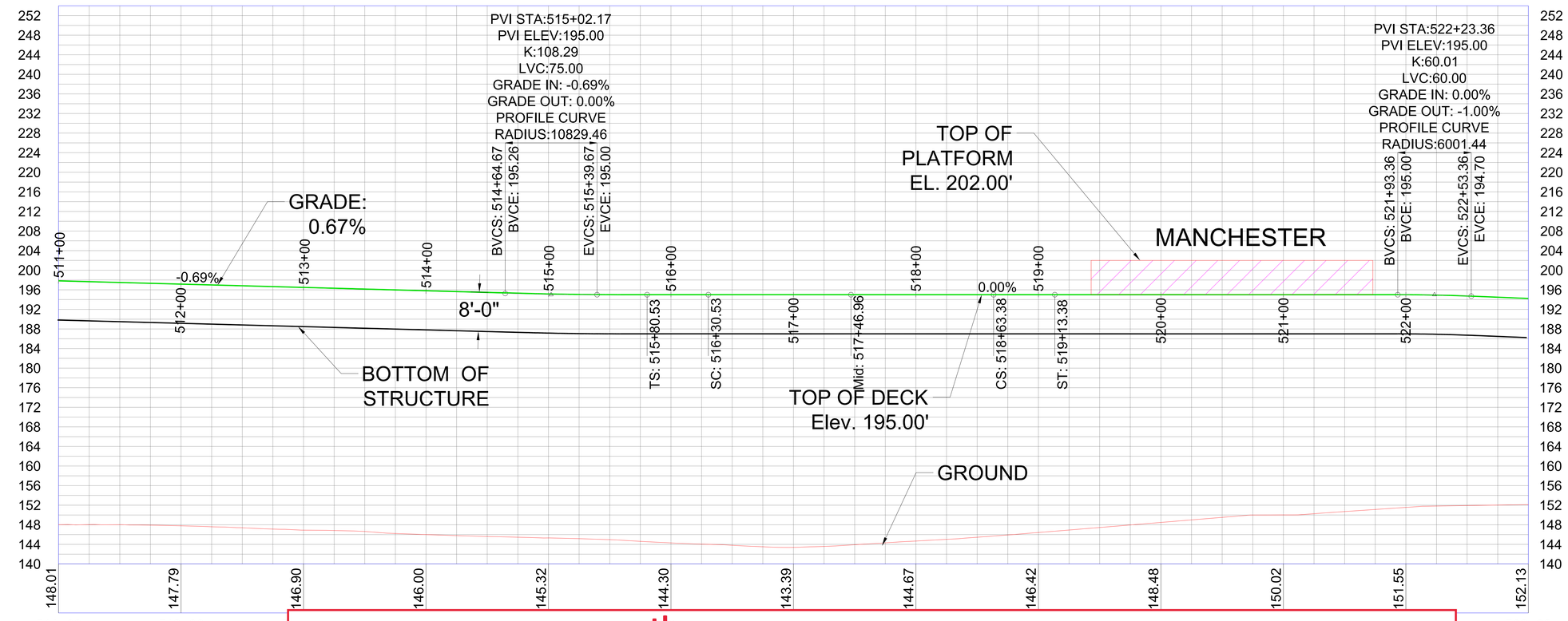
TR-01

PROJECT: 1341
DATE: 11-04-2020

Drawn By:
Checked By:
Approved By:



East Track PROFILE



Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

Project Alternative Plan and Profile; Nov 5, 2020

DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PACKAGE:

Revision

No.	Date	Description

TR-02

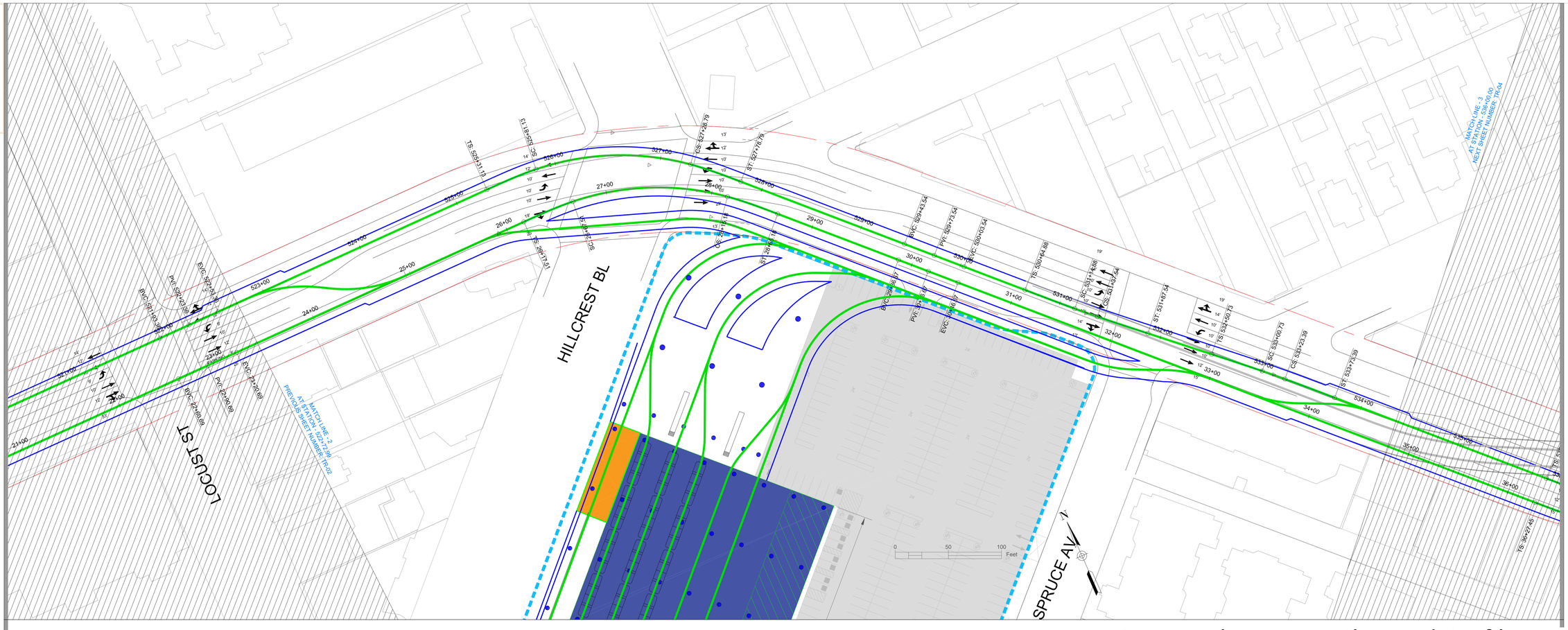
PROJECT: 1341
DATE: 11-04-2020

Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

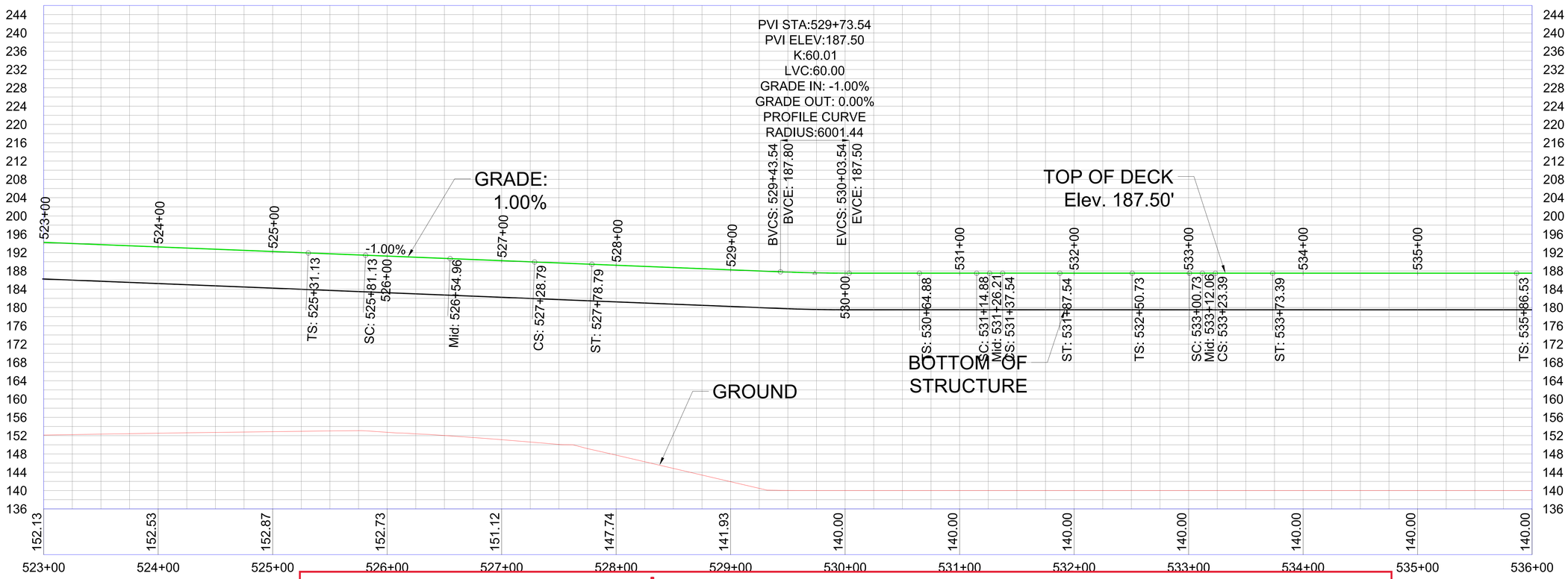
Drawn By:

Checked By:

Approved By:



East Track PROFILE



Project Alternative Plan and Profile; Nov 5, 2020

Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

PRELIMINARY NOT FOR CONSTRUCTION

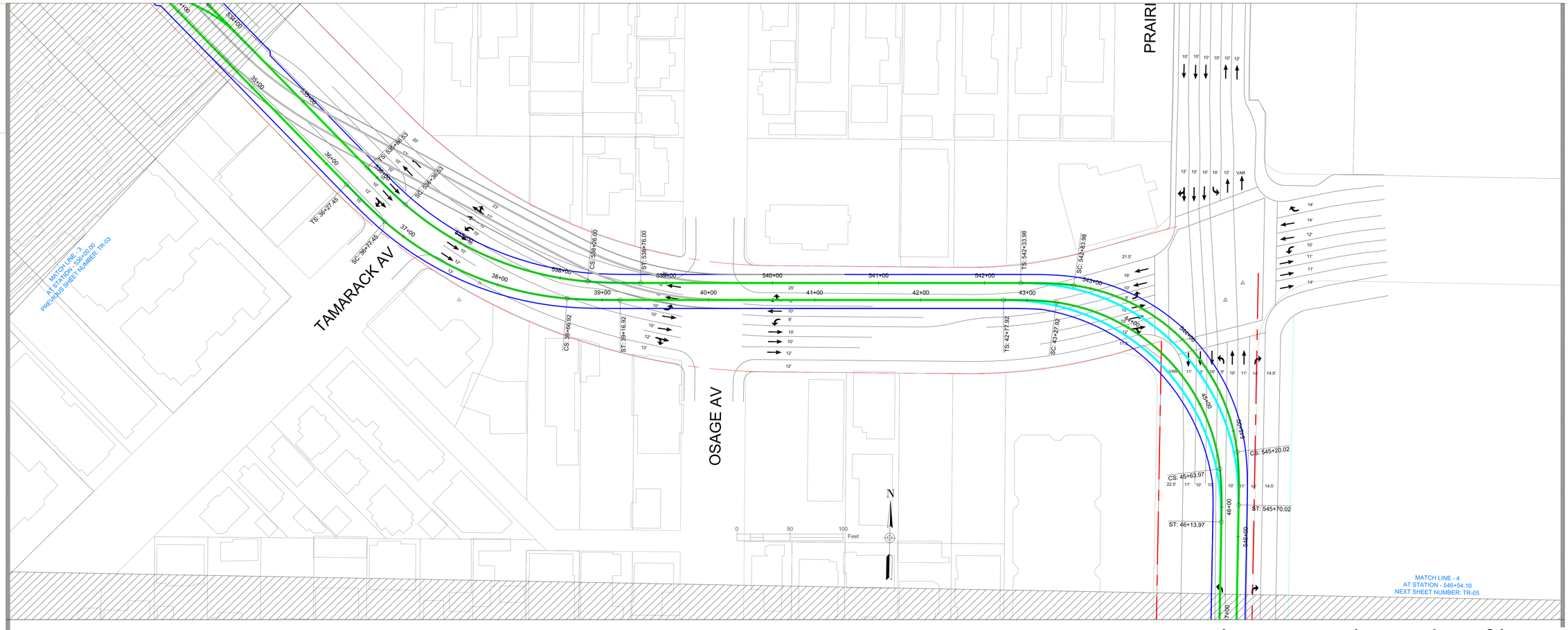
PROJECT PACKAGE:

Revision		
No.	Date	Description

TR-03

PROJECT: 1341
DATE: 11-04-2020

Drawn By:
Checked By:
Approved By:



Project Alternative Plan and Profile; Nov 5, 2020

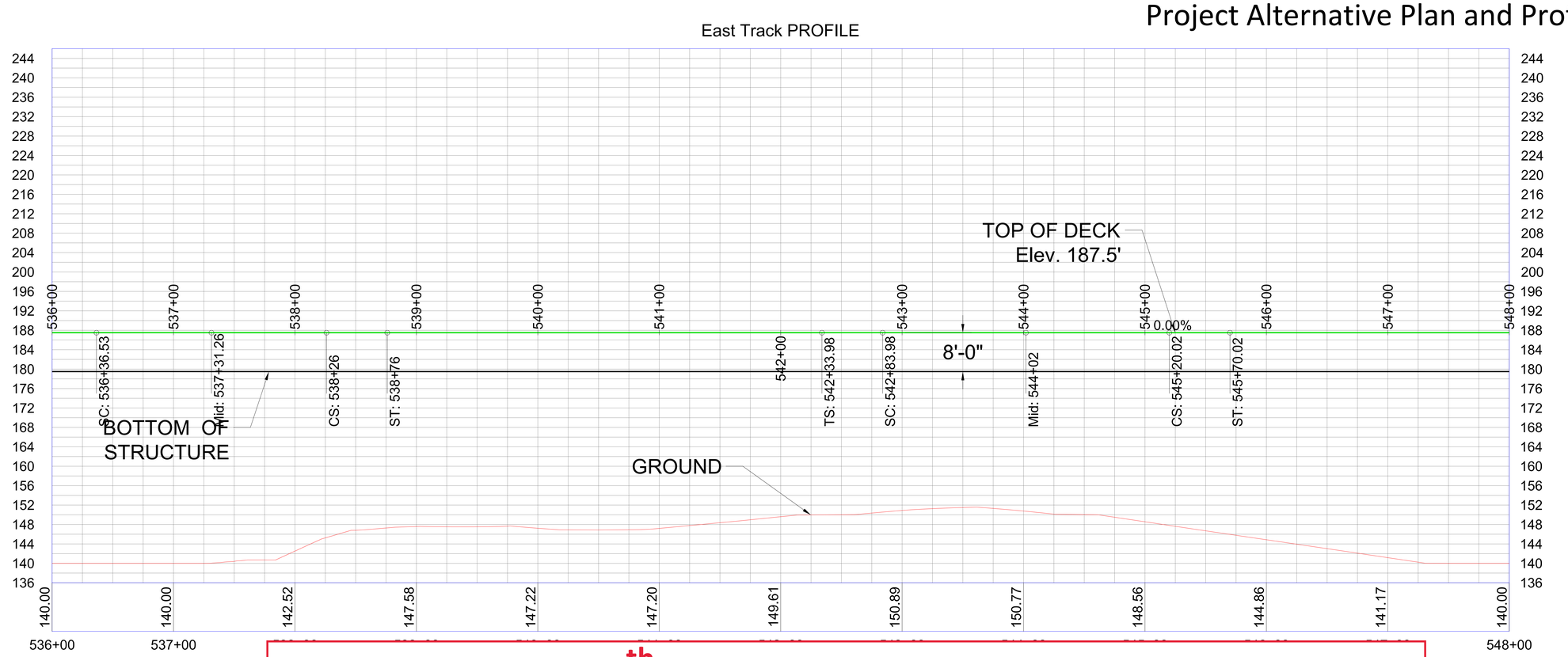


Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PACKAGE:

Revision		
No.	Date	Description

TR-04

PROJECT: 1341
DATE: 11-04-2020

Drawn By:
Checked By:
Approved By:

NOTE: CROSSOVERS ARE TECHNOLOGY DEPENDANT. EXACT LOCATION AND POTENTIAL LIGHT WELLS IN THE GUIDEWAY TO BE COORDINATED IN THE NEXT PHASE.

PINCAY DR

STADIUM DWY

MATCH LINE - 5
AT STATION - 555+54.10
NEXT SHEET NUMBER: TR-06

DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

ST: 545+70.02
ST: 46+13.97
TS: 48+68.51
SC: 49+33.31
CS: 49+84.50
ST: 50+34.50
TS: 50+47.06
SC: 50+86.06
CS: 51+17.25
ST: 51+67.25
TS: 556+75.19
SC: 557+15.19
CS: 557+73.97
ST: 558+13.97
TS: 558+58.25
SC: 558+98.25
CS: 559+57.03
ST: 559+97.03

FORUM STATION

187' TRANSITION

NUTWOOD ST

KELSO ST

LA PALMA DR

MATCH LINE - 4
AT STATION - 548+54.10
PREVIOUS SHEET NUMBER: TR-04

0 50 100 Feet

East Track PROFILE

Project Alternative Plan and Profile; Nov 5, 2020

PVI STA:561+47.03
PVI ELEV:187.50
K:50.24
LVC:210.00
GRADE IN: 0.00%
GRADE OUT: -4.18%
PROFILE CURVE
RADIUS:5024.13

TOP OF DECK
Elev. 187.50'

FORUM

TOP OF PLATFORM
EL. 194.50'

STA:554+60.84
ELEV:187.49

8'-0"

54'-6"

BOTTOM OF STRUCTURE

MEZZANINE

16'-6"

GROUND

BVCS: 560+42.03
BVCE: 187.50

TS: 556+75.19
SC: 557+15.19
Mid: 557+44.58
CS: 557+73.97
ST: 558+13.97
TS: 558+58.25
SC: 558+98.25
Mid: 559+27.64
CS: 559+57.03
ST: 559+97.03

140.00 139.99 139.99 139.98 139.97 139.97 139.21 137.80 136.39 134.99 133.63 132.37 130.85 130.01

548+00 549+00 550+00 551+00 552+00 553+00 554+00 555+00 556+00 557+00 558+00 559+00 560+00 561+00

Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PACKAGE:

Revision

No.	Date	Description

Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

TR-05

PROJECT: 1341
DATE: 11-04-2020

Drawn By:

Checked By:

Approved By:

STADIUM DWY

TOUCHDOWN DR

LA PALMA DR

BUCKTHORN ST

ARBOR VITAE ST

TRANSITION

MATCH LINE - 5
AT STATION - 559+54.10
PREVIOUS SHEET NUMBER: TR-05

MATCH LINE - 6
AT STATION - 571+04.10
NEXT SHEET NUMBER: TR-07

TS: 556+78.25
SC: 557+80.25
CS: 559+57.03
ST: 559+97.03
BVC: 560+12.03
PVI: 561+47.03
EVC: 562+82.03
BVC: 564+00.33
PVI: 565+75.33
EVC: 567+50.33
BVC: 568+85.46
PVI: 569+60.46
EVC: 570+65.46
TS: 571+10.46
SC: 571+50.46
CS: 572+10.76
ST: 572+50.76
TS: 573+50.77

0 50 100 Feet

N

420'

East Track PROFILE

PVI STA:561+47.03
PVI ELEV:187.50
K:50.24
LVC:210.00
GRADE IN: 0.00%
GRADE OUT: -4.18%
PROFILE CURVE
RADIUS:5024.13

PVI STA:569+60.46
PVI ELEV:153.50
K:50.24
LVC:210.00
GRADE IN: -4.18%
GRADE OUT: -0.00%
PROFILE CURVE
RADIUS:5024.15

GRADE:
4.18%

-4.18%

8'-0"

EVCS: 562+52.03
EVCE: 183.11

BVCS: 568+55.46
BVCE: 157.89

EVCS: 570+65.46
EVCE: 153.50

TOP OF DECK
Elev. 153.50'

GROUND

BOTTOM OF
STRUCTURE

561+00 562+00 563+00 564+00 565+00 566+00 567+00 568+00 569+00 570+00 571+00 572+00

TS: 571+10.46
SC: 571+50.46
Mid: 571+80.61
CS: 572+10.76

236 232 228 224 220 216 212 208 204 200 196 192 188 184 180 176 172 168 164 160 156 152 148 144 140 136 132 128 124 120 116

130.01 129.97 8.75 7.35 5.96 4.57 3.19 1.80 0.43 9.74 8.57 7.01 6.25

2+50

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

Project Alternative Plan and Profile; Nov 5, 2020

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PACKAGE:

Revision		
No.	Date	Description

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

TR-06

PROJECT: 1341
DATE: 11-04-2020

Drawn By:
Checked By:
Approved By:

NOTE: CROSSOVERS ARE TECHNOLOGY DEPENDANT. EXACT LOCATION AND POTENTIAL LIGHT WELLS IN THE GUIDEWAY TO BE COORDINATED IN THE NEXT PHASE.

HOLLYWOOD PARK STATION

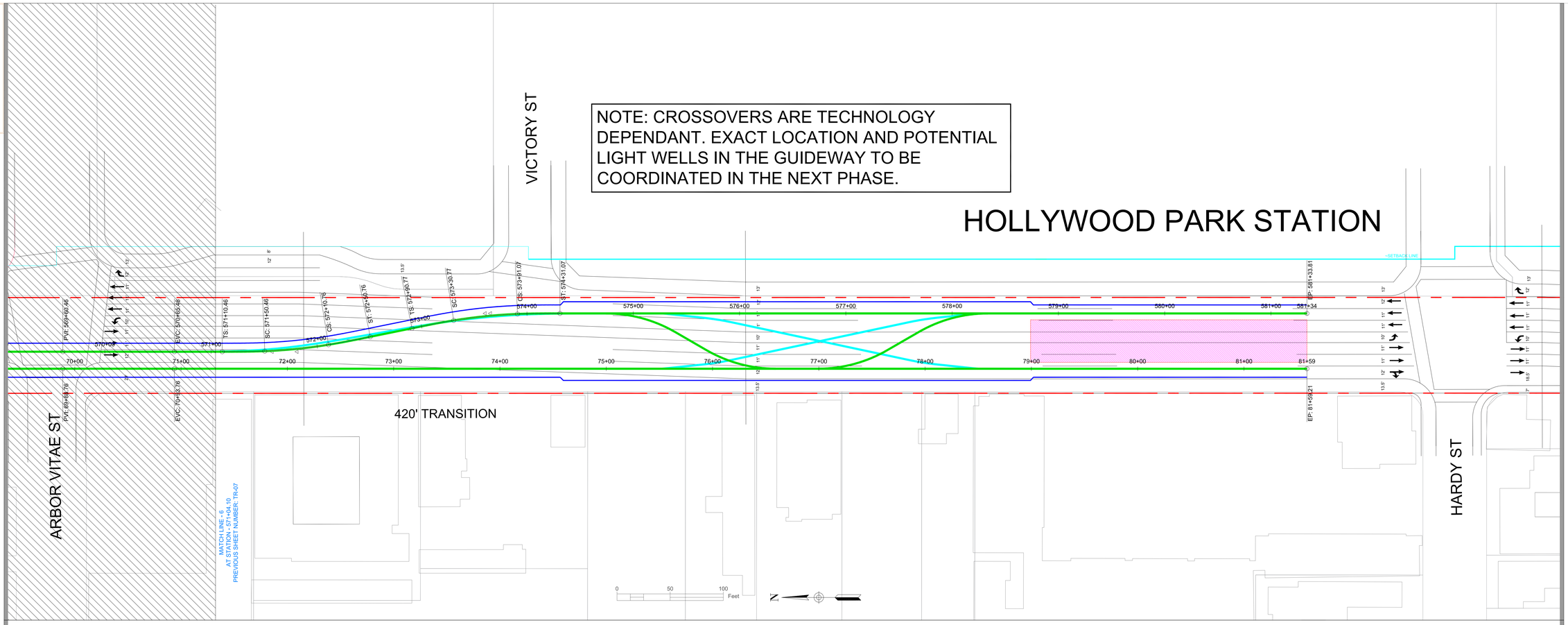
VICTORY ST

ARBOR VITAE ST

HARDY ST

420' TRANSITION

MATCH LINE - 6
AT STATION - 571+04.10
PREVIOUS SHEET NUMBER: TR-07



Project Alternative Plan and Profile; Nov 5, 2020

East Track PROFILE

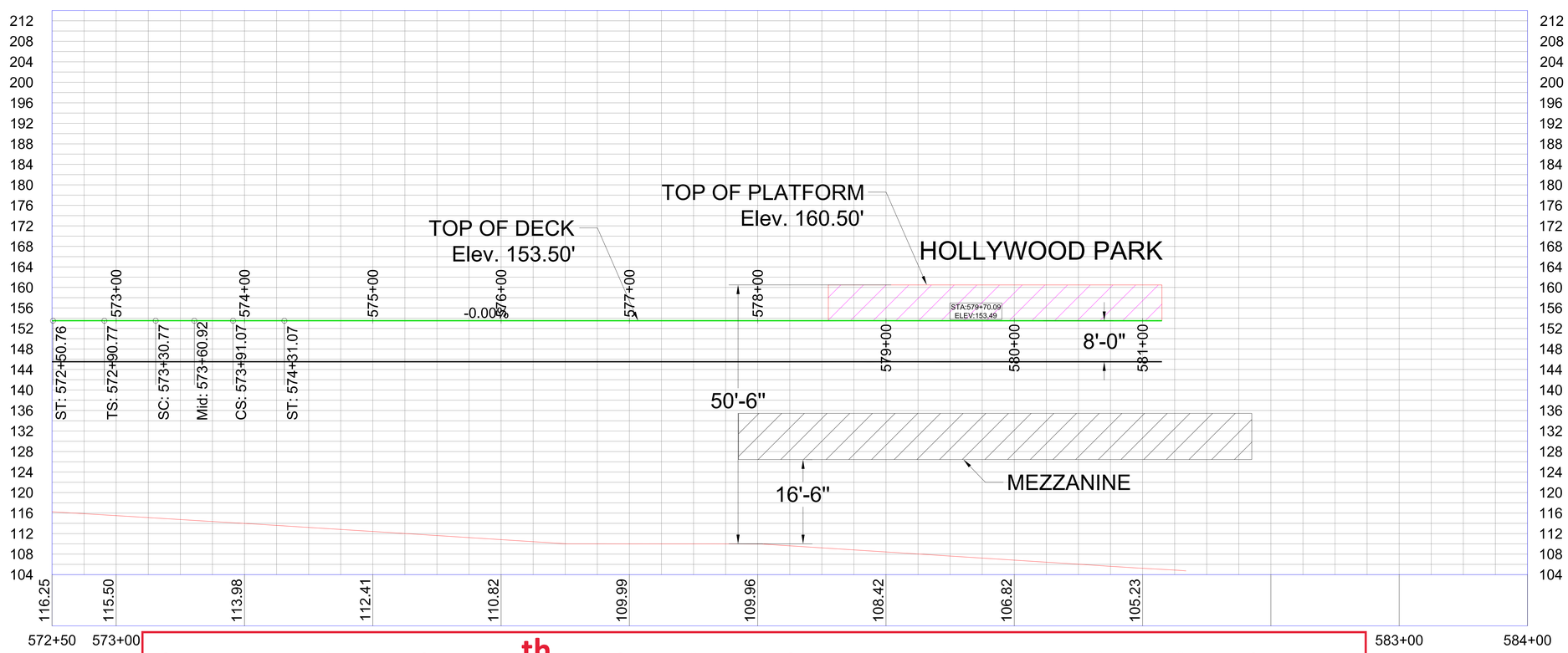


Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

DRAFT - FOR INTERNAL DISCUSSION PURPOSES ONLY

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PACKAGE:

Revision

No.	Date	Description

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

TR-07

PROJECT: 1341
DATE: 11-04-2020

Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x

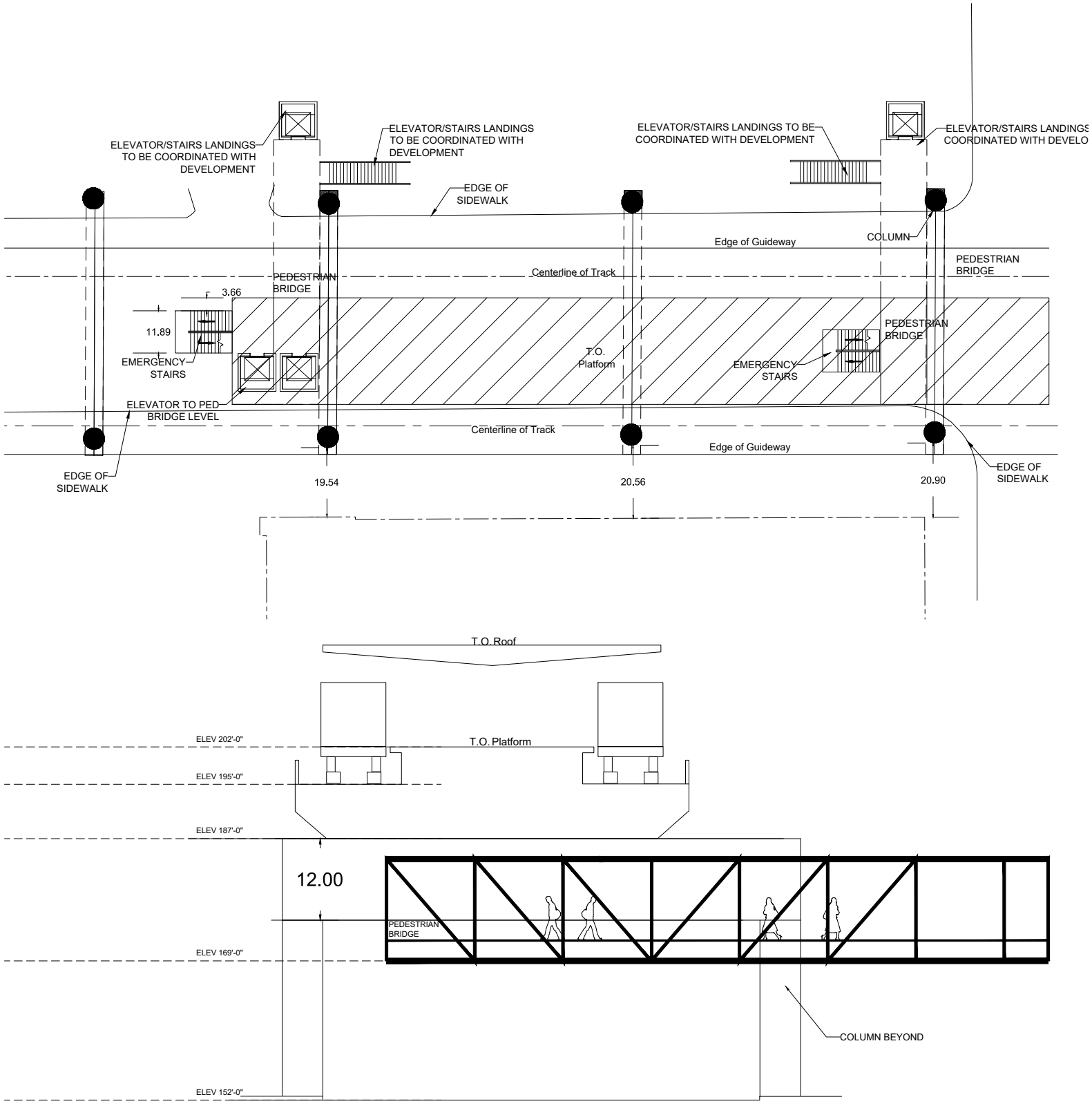


Figure 5.2: Alternative 4: 4th Station Alternative - Manchester Boulevard Station

APPROXIMATE EXISTING
RIGHT OF WAY LINE

TOUCHDOWN DR

BUCKTHORN ST

APPROXIMATE GUIDEWAY EDGE

APPROXIMATE SET-BACK LIMIT

STATION MEZZANINE LEVEL

RE-ORIENT PARKING SPACES
TO ACCOMMODATE VERTICAL
CIRCULATION TO STATION

ARBOR VITAE ST

VICTORY ST

EXHIBIT 5

Note: Right of Way lines and set back lines are approximate, mapping is based upon GIS data and is subject to error.

Attorney-Client Privilege and Attorney Work Product

CITY OF INGLEWOOD
TRANSIT CONNECTOR
ALTERNATE COMBINED STATION
FORUM & HOLLYWOOD PARK
W/ EXISTING ROADWAY

Figure 5.0-4, Alternative 5: Prairie Avenue Single Station Alternative

Appendix 4.13

Tribal Resources

4.13.1

AB 52 Tribal Notification and Outreach Summary Memorandum

920 Hampshire Road, Suite A5
Westlake Village, California 91631
(805) 367-5720

MEMORANDUM

Date: December 6, 2018

To: Lisa Trifiletti, Principal, Trifiletti Consulting, Inc.

From: Dillan Murray, Staff Planner, Meridian Consultants

Cc: Omar Pulido, Senior Associate, Trifiletti Consulting, Inc.
Joe Gibson, Partner, Meridian Consultants

Subject: Summary of the AB 52 Consultation Process for the Inglewood Transit Connector Project

The City of Inglewood (City), the lead agency under the California Environmental Quality Act (CEQA) for the Inglewood Transit Connector (ITC) Project (proposed Project), issued a Notice of Preparation (NOP) on July 16, 2018, stating the City has determined that an environmental impact report (EIR) should be prepared to evaluate the potential significant environmental effects of the proposed Project.

Pursuant to the requirements of Public Resources Code (PRC) Section 21080.3.1 (Assembly Bill [AB] 52), Native American tribes have the right to consult on a proposed public or private project prior to the release of an EIR should the tribe(s) be concerned there are potential impacts to tribal cultural resources. Four tribes notified the City and requested future notification of, with the possibility of providing consultation on, any projects that proceed under CEQA. These tribes include the Gabrielino–Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, and the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Additionally, the Gabrieleno Band of Mission Indians–Kizh Nation was identified as a relevant party.

Following the release of the NOP, the City sent letters on July 31, 2018, notifying the four tribes identified above that the City is planning the proposed Project (see **Attachment 1: AB 52 Letters).** These letters were sent via certified mail with return receipt of signature through the United States (US) Postal Service.

The letters were mailed to the following individuals who were identified as the point of contact for each tribe:

- Charles Alvarez, Chairperson, Gabrielino–Tongva Tribe, 23454 Vanowen Street, West Hills, CA 91307
- Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council, P.O. Box 490, Bellflower, CA 90707

- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation, 106½ Judge John Aiso Street #231, Los Angeles, CA 90012
- Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians, P.O. Box 693, San Gabriel, CA 91778

Letters were confirmed to be delivered to the tribes by the US Post Office as noted on the returned certified mailing receipts (see **Attachment 2: Proofs of Delivery of AB 52 Letters**) as follows:

- Gabrielino/Tongva Nation on August 2, 2018
- Gabrieleno/Tongva San Gabriel Band of Mission Indians on August 3, 2018
- Gabrielino Tongva Indians of California Tribal Council on August 7, 2018

The letter mailed to Mr. Alvarez of the Gabrielino–Tongva Tribe was determined by the US Post Office to be undeliverable. Notice of attempted delivery was left at the address, but the letter went unclaimed and was returned.

An additional attempt to deliver the letter was sent to Mr. Alvarez of the Gabrielino–Tongva Tribe via FedEx standard service without signature confirmation and was confirmed to be delivered by its tracking number on August 31, 2018 (see **Attachment 3: Proof of Delivery of AB 52 Letter to Gabrielino–Tongva Tribe**). As mentioned previously, the Gabrieleno Band of Mission Indians–Kizh Nation was identified as an additional relevant party and was mailed an NOP on July 13, 2018 (see **Attachment 4: Receipt of NOP Mailing to Gabrieleno Band of Mission Indians–Kizh Nation**), in line with the July 16, 2018 NOP release date, to the following address:

- Andrew Salas, Chairman, Gabrieleno Band of Mission Indians–Kizh Nation, P.O. Box 393, Covina, CA 91723

Each tribe notified has 30 days from receipt of the letter to notify the City that they wish to engage in the AB 52 consultation process on the proposed Project. As such, the consultation period for each tribe (30 days starting on the date of receipt) ended as follows:

- Gabrielino/Tongva Nation - September 1, 2018
- Gabrieleno/Tongva San Gabriel Band of Mission Indians - September 2, 2018
- Gabrielino Tongva Indians of California Tribal Council - September 6, 2018
- Gabrielino–Tongva Tribe - September 30, 2018
- Gabrieleno Band of Mission Indians–Kizh Nation - August 15, 2018

To date, only the Gabrieleno Band of Mission Indians–Kizh Nation has expressed interest in consulting on the proposed Project. The Gabrieleno Band of Mission Indians–Kizh Nation would like to consult in the event that any ground disturbance occurs during implementation (see **Attachment 5: Request for Consultation—Gabrieleno Band of Mission Indians–Kizh Nation**).

It is our recommendation to start consultation with any tribes requesting such under AB 52 once the project description is complete and clearly defined. At that time, we should provide the tribes with any cultural (archaeological or paleontological) information we have regarding the proposed alignment and location of proposed support facilities for the ITC.

Further, because each tribe may have its own tribal cultural resources (TRCs), we recommend that all tribe consultations are conducted individually to respect the privacy of sacred or confidential information that may be shared with the City regarding the proposed Project.

In addition, according to information provided by PaleoWest Archaeology (see **Attachment 6: Cultural Resource Investigation**), as part of their CEQA due diligence during the EIR environmental review process, tribal representatives for the five tribes mentioned above were contacted to solicit information regarding their possible desire to consult with the City on the proposed Project. As shown in **Attachment 6**, each tribe received a letter and email from PaleoWest Archaeology, dated July 27, 2018, explaining the proposed Project and scope of the cultural resource investigation. Follow up phone calls were made to each tribe on August 29, 2018.

In a phone conversation on August 29, 2018 between Gena Granger of PaleoWest and Mr. Anthony Morales, Chairperson, the tribal representative from the Gabrieleno/Tongva San Gabriel Band of Mission Indians, Mr. Morales stated that the Project lies within a highly culturally sensitive area and that any trenching or excavation for structures such as support columns may require archaeological and Native American monitoring, further stating that he recommends monitoring and requests consultation. However, Mr. Morales's conversation did not constitute a formal request for consultation and the tribal representative was informed that the information/requests would be passed on to the lead agency via the cultural resource investigation, with official AB 52 consultation to be conducted at a later time should the tribe request it; a request for formal consultation under AB 52 was not made by the Gabrieleno/Tongva San Gabriel Band of Mission Indians.

ATTACHMENTS

Attachment 1: AB 52 Letters
Attachment 2: Proofs of Delivery of AB 52 Letters
Attachment 3: Proof of Delivery of AB 52 Letter to Gabrielino–Tongva Tribe
Attachment 4: Receipt of NOP Mailing to Gabrieleno Band of Mission Indians–Kizh Nation
Attachment 5: Request for Consultation—Gabrieleno Band of Mission Indians–Kizh Nation
Attachment 6: Cultural Resource Investigation

ATTACHMENT 1

AB 52 Letters

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

July 31, 2018

Gabrielino-Tongva Tribe
Charles Alverez, Chairperson
23454 Vanowen Street
West Hills, CA 91307

Attn: Charles Alvarez

Subject: Notice of Proposed Project
Inglewood Transit Connector, City of Inglewood, California

Dear Mr. Alvarez:

Pursuant to the requirements of Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52), this letter is to notify you that the City of Inglewood (City), an incorporated city within Los Angeles County, is planning the Inglewood Transit Connector (proposed Project) as described below. On July 16, 2018, the City released a Notice of Preparation in compliance with the California Environmental Quality Act (CEQA) indicating the City intends to prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts that may result from the proposed Project.

The Gabrielino-Tongva Tribe (Tribe) has previously notified the City that it would like to be contacted and possibly provide consultation on any projects that proceed under CEQA. Per AB 52, the Tribe has the right to consult on a proposed public or private project prior to the release of an EIR should the Tribe be concerned that the potential exists to impact Tribal cultural resources.

Location and Setting

The proposed Project is located entirely within the City and is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west. A map illustrating the location of the Project is attached.

Description

The proposed Project would include an automated people mover (APM) system to transport riders between the regional Metro Rail system and Downtown Inglewood, the Forum, LASED (which includes the new NFL stadium, currently under construction and scheduled to open in 2020), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project's APM system would consist of elevated dual guideways to allow for trains to continuously travel in each direction.

The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue.

In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more Intermodal Transportation Facilities (ITFs) and other components, such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM, as well as parking areas and drop-off and pickup locations.

Potential sites for support facilities include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

The design and construction of the APM system's elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The proposed Project is anticipated to be implemented in part through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, it will determine the boundaries of the EIFD. The EIFD, governed by the PFA, would implement an Infrastructure

Financing Plan adopted by the City describing the type of public facilities and development that will be financed by the EIFD. In addition to the EIFD, the City anticipates securing funding from other local, state, or federal sources, including the potential for public-private partnerships and/or joint funding and development tools.

Background

The primary goal is to provide convenient, reliable, and direct transit accessibility and connectivity to the City's major activity centers from the Metro Rail system. The City seeks to accommodate individuals traveling to and from Downtown Inglewood, the Forum, LASED, and the proposed IBEC during major events via public transportation, both for ease of access and to minimize traffic in the area. The proposed alignment is planned to have a ridership capacity of 13,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

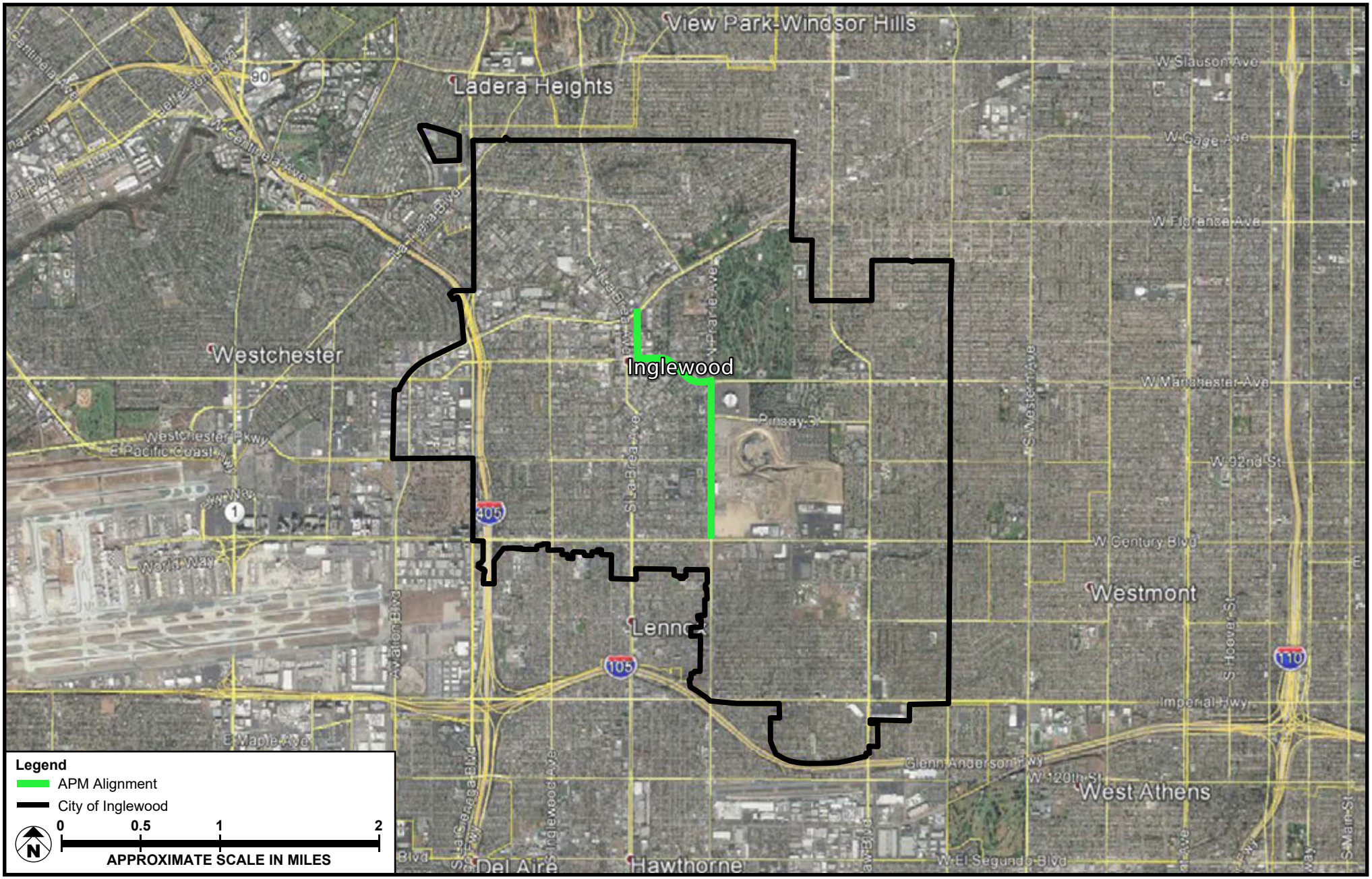
Should the Tribe elect to engage in the consultation process on this Project in accordance with the requirements of AB 52, please respond within 30 calendar days from receipt of this letter to notify the City in writing. Please provide the lead contact person's contact information in your response.

Should you have any questions, please contact Mindy Wilcox, Planning Manager, at (310) 412-5230 or at mwilcox@cityofinglewood.org.

Sincerely,

MINDY WILCOX, AICP, Planning Manager

Attachment: Project Location Map



SOURCE: Google Earth - 2018

ATTACHMENT **1**

Project Location Map

208-001-18

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

July 31, 2018

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

Attn: Robert Dorame

Subject: Notice of Proposed Project
Inglewood Transit Connector, City of Inglewood, California

Dear Mr. Dorame:

Pursuant to the requirements of Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52), this letter is to notify you that the City of Inglewood (City), an incorporated city within Los Angeles County, is planning the Inglewood Transit Connector (proposed Project) as described below. On July 16, 2018, the City released a Notice of Preparation in compliance with the California Environmental Quality Act (CEQA) indicating the City intends to prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts that may result from the proposed Project.

The Gabrielino Tongva Indians of California Tribal Council (Tribe) has previously notified the City that it would like to be contacted and possibly provide consultation on any projects that proceed under CEQA. Per AB 52, the Tribe has the right to consult on a proposed public or private project prior to the release of an EIR should the Tribe be concerned that the potential exists to impact Tribal cultural resources.

Location and Setting

The proposed Project is located entirely within the City and is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west. A map illustrating the location of the Project is attached.

Description

The proposed Project would include an automated people mover (APM) system to transport riders between the regional Metro Rail system and Downtown Inglewood, the Forum, LASED (which includes the new NFL stadium, currently under construction and scheduled to open in 2020), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project's APM system would consist of elevated dual guideways to allow for trains to continuously travel in each direction.

The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue.

In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more Intermodal Transportation Facilities (ITFs) and other components, such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM, as well as parking areas and drop-off and pickup locations.

Potential sites for support facilities include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

The design and construction of the APM system's elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The proposed Project is anticipated to be implemented in part through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, it will determine the boundaries of the EIFD. The EIFD, governed by the PFA, would implement an Infrastructure

Financing Plan adopted by the City describing the type of public facilities and development that will be financed by the EIFD. In addition to the EIFD, the City anticipates securing funding from other local, state, or federal sources, including the potential for public-private partnerships and/or joint funding and development tools.

Background

The primary goal is to provide convenient, reliable, and direct transit accessibility and connectivity to the City's major activity centers from the Metro Rail system. The City seeks to accommodate individuals traveling to and from Downtown Inglewood, the Forum, LASED, and the proposed IBEC during major events via public transportation, both for ease of access and to minimize traffic in the area. The proposed alignment is planned to have a ridership capacity of 13,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

Should the Tribe elect to engage in the consultation process on this Project in accordance with the requirements of AB 52, please respond within 30 calendar days from receipt of this letter to notify the City in writing. Please provide the lead contact person's contact information in your response.

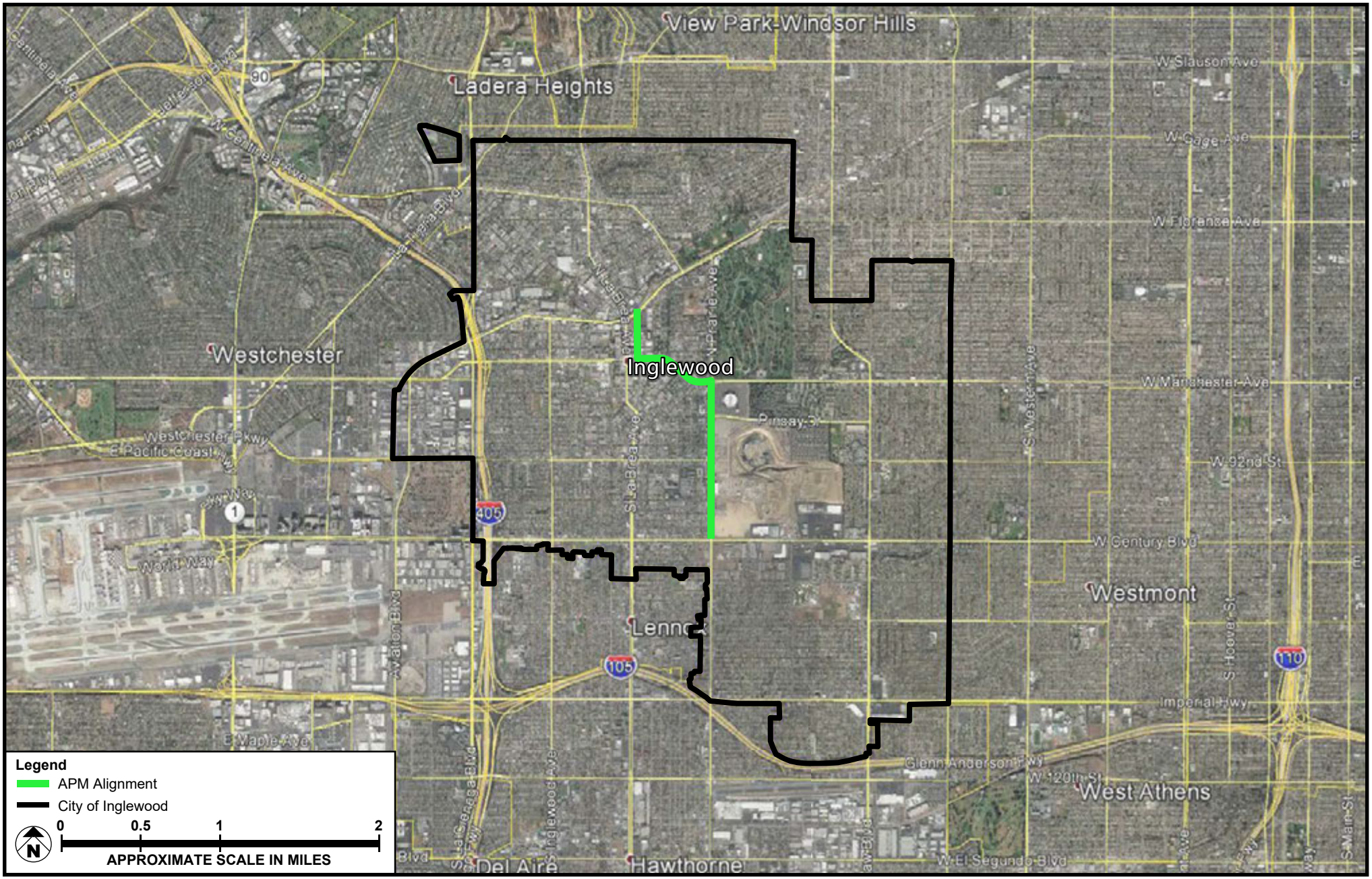
Should you have any questions, please contact Mindy Wilcox, Planning Manager, at (310) 412-5230 or at mwilcox@cityofinglewood.org.

Sincerely,



MINDY WILCOX, AICP, Planning Manager

Attachment: Project Location Map



SOURCE: Google Earth - 2018

ATTACHMENT **1**

Project Location Map

208-001-18

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

July 31, 2018

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106½ Judge John Aiso Street #231
Los Angeles, CA 90012

Attn: Sandonne Goad

Subject: Notice of Proposed Project
Inglewood Transit Connector, City of Inglewood, California

Dear Ms. Goad:

Pursuant to the requirements of Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52), this letter is to notify you that the City of Inglewood (City), an incorporated city within Los Angeles County, is planning the Inglewood Transit Connector (proposed Project) as described below. On July 16, 2018, the City released a Notice of Preparation in compliance with the California Environmental Quality Act (CEQA) indicating the City intends to prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts that may result from the proposed Project.

The Gabrielino/Tongva Nation (Tribe) has previously notified the City that it would like to be contacted and possibly provide consultation on any projects that proceed under CEQA. Per AB 52, the Tribe has the right to consult on a proposed public or private project prior to the release of an EIR should the Tribe be concerned that the potential exists to impact Tribal cultural resources.

Location and Setting

The proposed Project is located entirely within the City and is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west. A map illustrating the location of the Project is attached.

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Potential sites for support facilities include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

The design and construction of the APM system's elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The proposed Project is anticipated to be implemented in part through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, it will determine the boundaries of the EIFD. The EIFD, governed by the PFA, would implement an Infrastructure

Financing Plan adopted by the City describing the type of public facilities and development that will be financed by the EIFD. In addition to the EIFD, the City anticipates securing funding from other local, state, or federal sources, including the potential for public-private partnerships and/or joint funding and development tools.

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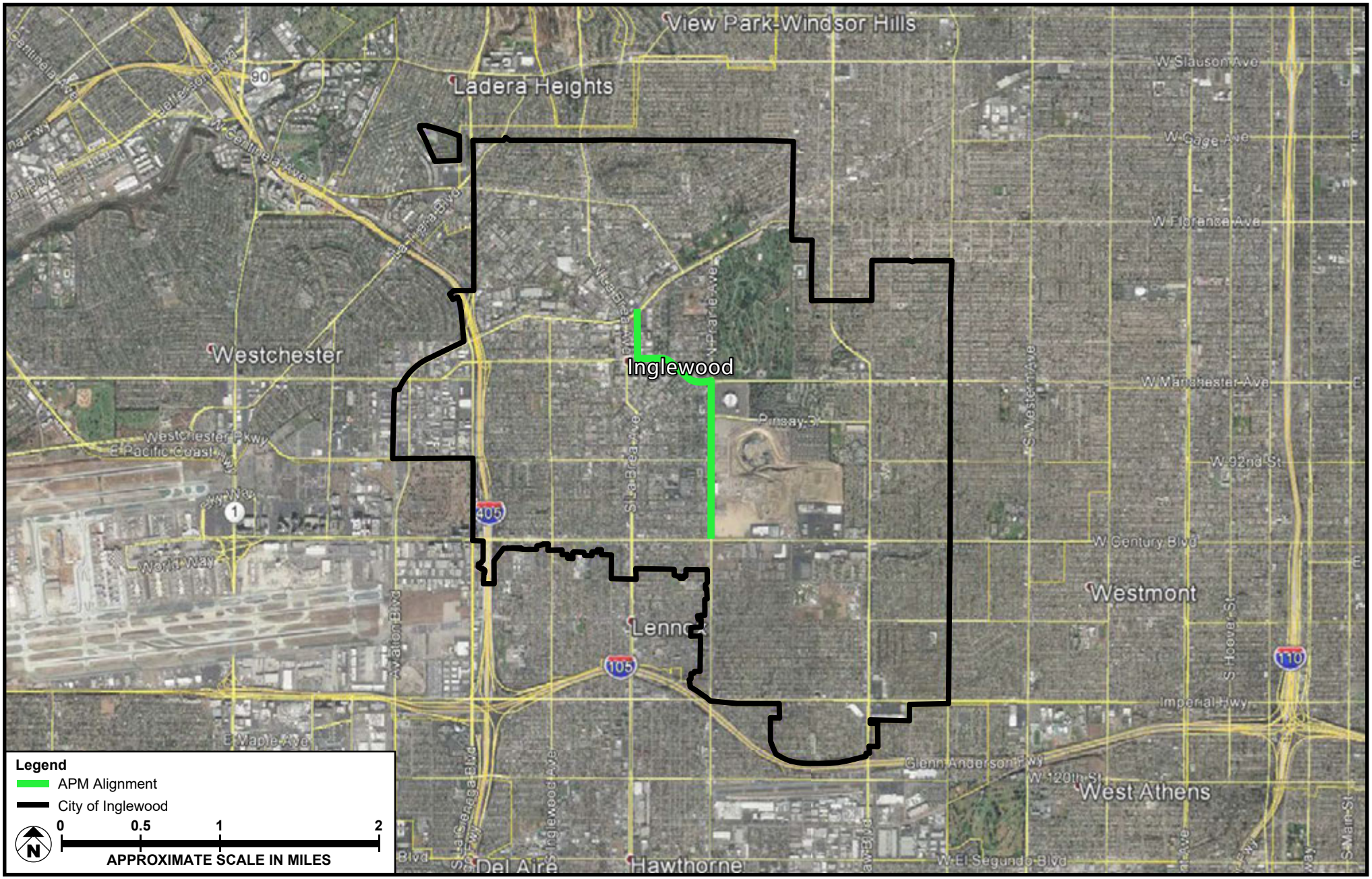
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Should you have any questions, please contact Mindy Wilcox, Planning Manager, at (310) 412-5230 or at mwilcox@cityofinglewood.org.

Sincerely,

MINDY WILCOX, AICP, Planning Manager

Attachment: Project Location Map



SOURCE: Google Earth - 2018

ATTACHMENT **1**

Project Location Map

208-001-18

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

July 31, 2018

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Attn: Anthony Morales

Subject: Notice of Proposed Project
Inglewood Transit Connector, City of Inglewood, California

Dear Mr. Morales:

Pursuant to the requirements of Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52), this letter is to notify you that the City of Inglewood (City), an incorporated city within Los Angeles County, is planning the Inglewood Transit Connector (proposed Project) as described below. On July 16, 2018, the City released a Notice of Preparation in compliance with the California Environmental Quality Act (CEQA) indicating the City intends to prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts that may result from the proposed Project.

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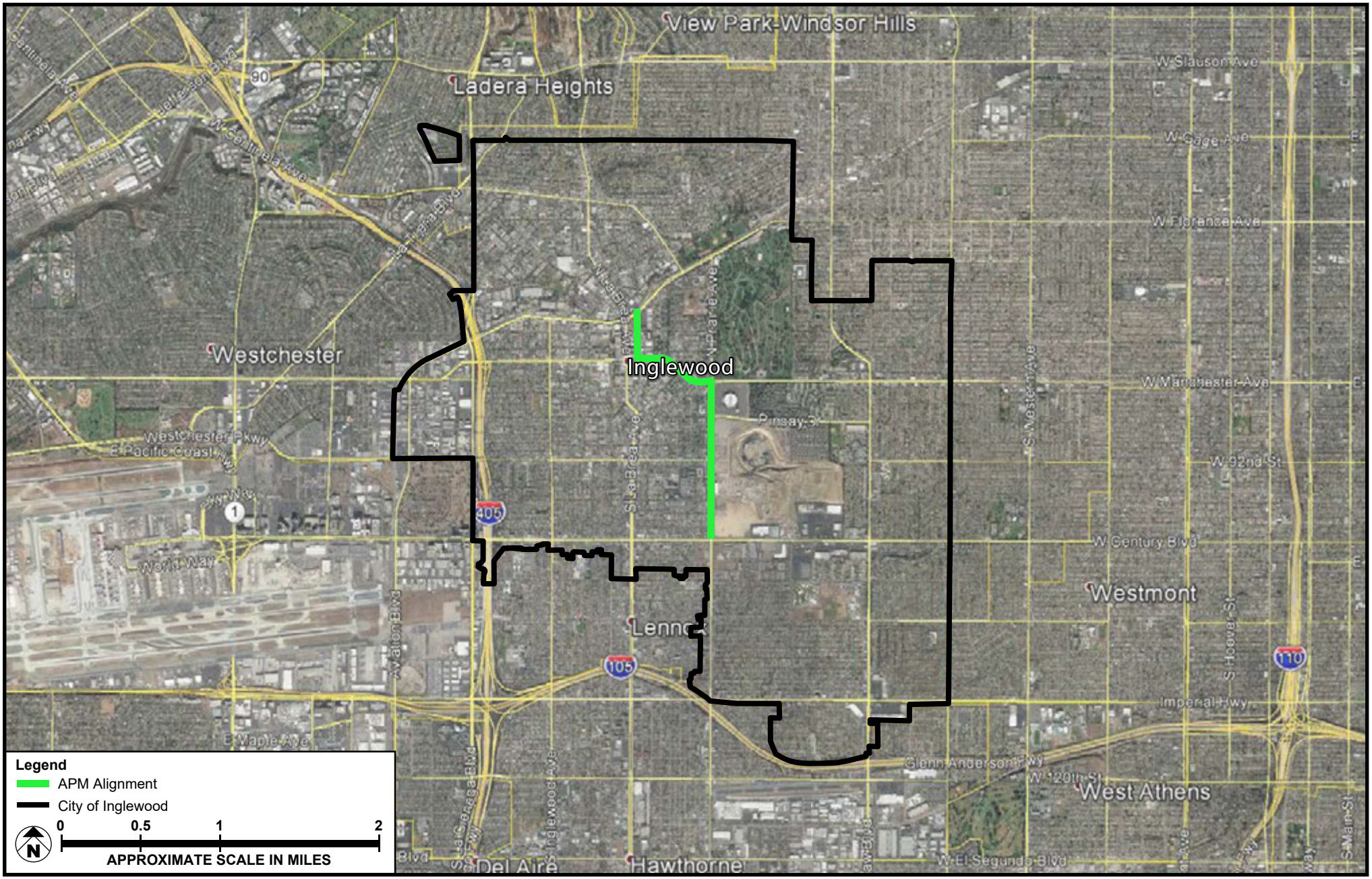
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Sincerely,

MINDY WILCOX, AICP, Planning Manager

Attachment: Project Location Map



SOURCE: Google Earth - 2018

ATTACHMENT **1**

Project Location Map

208-001-18

ATTACHMENT 2

Proofs of Delivery of AB 52 Letters



Meridian Consultants LLC
910 Hampshire Road
Suite V
Westlake Village CA 91361

PS Form 3800 6/02

CERTIFIED MAIL

9414 7112 9837 0930 4071 64

COMPLETE THIS SECTION ON DELIVERY

A. Signature: (☐ Addressee or ☐ Agent)

X

B. Received By: (Please Print Clearly) B. Anderson 8/2

C. Date of Delivery

D. Addressee's Address (If Different From Address Used by Sender)

Secondary Address / Suite / Apt. / Floor (Please Print Clearly)

Delivery Address

City State ZIP + 4 Code

RETURN RECEIPT REQUESTED

Article Addressed To:

Sandonne Goad
Gabrielino/Tongva Nation
1061/2 Judge John Aiso Street #231
LOS ANGELES CA 90012



Meridian Consultants LLC
910 Hampshire Road
Suite V
Westlake Village CA 91361

PS Form 3800 6/02

CERTIFIED MAIL

9414 7112 9837 0930 4084 06

COMPLETE THIS SECTION ON DELIVERY

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X

B. Received By: (Please Print Clearly)

BELLFLOWER 90706 AUG - 7 2018 USPS

C. Date of Delivery

D. Addressee's Address (If Different From Address Used by Sender)

Secondary Address / Suite / Apt. / Floor (Please Print Clearly)

Delivery Address

City State ZIP + 4 Code

RETURN RECEIPT REQUESTED

Article Addressed To:

Robert Dorame
Gabrielino Tongva Indians of CA
P.O. Box 490
BELLFLOWER CA 90707



Meridian Consultants LLC
910 Hampshire Road
Suite V
Westlake Village CA 91361

PS Form 3800 6/02

CERTIFIED MAIL

9414 7112 9837 0930 4045 14

COMPLETE THIS SECTION ON DELIVERY

A. Signature: (☐ Addressee or ☐ Agent)

X

B. Received By: (Please Print Clearly)

SAN GABRIEL CA 91778 AUG 3 2018 USPS

C. Date of Delivery

D. Addressee's Address (If Different From Address Used by Sender)

Secondary Address / Suite / Apt. / Floor (Please Print Clearly)

Delivery Address

City State ZIP + 4 Code

RETURN RECEIPT REQUESTED

Article Addressed To:

Anthony Morales
Gabrieleno/Tongva San Gabriel Band
P.O. Box 693
SAN GABRIEL CA 91778

ATTACHMENT 3

Proof of Delivery of AB 52 Letter to Gabrielino-Tongva Tribe

Your package has been delivered

Tracking # 773103383972

Ship date:
Thu, 8/30/2018

Matthew Lechuga
Meridian Consultants
Westlake Village, CA 91361
US

Delivered

Delivery date:
Fri, 8/31/2018 12:33 pm

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
WEST HILLS, CA 91307
US

Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	773103383972
Status:	Delivered: 08/31/2018 12:33 PM Signed for By: Signature not required
Purchase order number:	NOP Distribution
Reference:	208-001-18
Signed for by:	Signature not required
Delivery location:	WEST HILLS, CA
Delivered to:	Residence
Service type:	FedEx Standard Overnight®
Packaging type:	FedEx® Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Deliver Weekday
	Residential Delivery
Standard transit:	8/31/2018 by 8:00 pm

Please do not respond to this message. This email was sent from an unattended mailbox. This report was generated at approximately 2:36 PM CDT on 08/31/2018.

All weights are estimated.

ATTACHMENT 4

Receipt of NOP Mailing to Gabrieleno Band of Mission Indians–Kizh Nation

7018 0680 0000 9944 2178

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com®*.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $ _____
- ☐ Return Receipt (electronic) $ _____
- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
- ☐ Adult Signature Restricted Delivery $ _____

Postage
$

Total Postage and Fees
$

Sent To
Andrew Salas, Chairman
Gabrielino Band of Mission Indians
Kizh Nation

Street and Apt. No., or PO Box No.
PO Box 393

City, State, ZIP+4®
Covina, CA 91723

THOUSAND OAKS CA
JUL 13 2018
Postmark Here
USPS

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

ATTACHMENT 5

Request for Consultation - Gabrieleno Band of Mission Indians–Kizh Nation

From: Administration Gabrieleno Indians <admin@gabrielenoindians.org>
Date: 8/8/18 12:35 PM (GMT-08:00)
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Subject: Inglewood Transit Connector

Dear Mindy,

Thank you for your letter dated July 16, 2018. If there will be any ground disturbance regarding the project our Tribal government would like to consult.
Thank you

Sincerely,

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

ATTACHMENT 6

Cultural Resource Investigation

Cultural Resource Investigation in Support of the Inglewood Transit Connector Project, Los Angeles County, California

Submitted to:

Meridian Consultants
920 Hampshire Road, Suite A5
Westlake Village, CA 91361

Technical Report 18-640

December 12, 2018

626.408.8006 | paleowest.com | 517 S. Ivy Avenue | Monrovia, CA 91016

CULTURAL RESOURCE INVESTIGATION IN SUPPORT OF THE INGLEWOOD TRANSIT CONNECTOR PROJECT, LOS ANGELES COUNTY, CALIFORNIA

Prepared by:
Roberta Thomas, M.A., RPA, and Gena Granger, M.A., RPA

Prepared for:
Meridian Consultants

Technical Report No. 18-640

PaleoWest Archaeology
517 S. Ivy Avenue
Monrovia, California 91016
(626) 408-8006

December 12, 2018

Keywords: CEQA; Inglewood; Los Angeles County; Automated People Mover

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MANAGEMENT SUMMARY

The proposed Inglewood Transit Connector Project (Project) would include an automated people mover system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District which includes the new National Football League stadium currently under construction, and the proposed Inglewood Basketball and Entertainment Center in the city of Inglewood, California. PaleoWest Archaeology (PaleoWest) was contracted by Meridian Consultants to conduct a Phase I cultural resource assessment of the Project area in compliance with the California Environmental Quality Act (CEQA). The City of Inglewood is the Lead Agency for the purposes of the CEQA.

This report summarizes the methods and results of the cultural resource investigation of the Project area. This investigation included background research, communication with the Native American Heritage Commission (NAHC) and interested Native American tribal groups, and an intensive pedestrian survey of the Project area. The purpose of the investigation was to determine the potential for the Project to impact historic resources under CEQA.

A cultural resource records search and literature review was conducted on June 20, 2018, at the South Central Coastal Information Center of the California Historical Resource Information System housed at California State University, Fullerton. The records search indicated that no fewer than 21 previous studies have been conducted within a half-mile of the Project area; however, no prehistoric or historical archaeological resources were identified within a half-mile of the Project area.

As part of the cultural resource assessment of the Project area, PaleoWest also requested a search of the Sacred Lands File (SLF) from the NAHC. Results of the SLF search indicate that there are no known Native American cultural resources within the immediate Project area but suggested contacting five Native American tribal groups to find out if they have additional information about the Project area. Five individuals were contacted. Two responses were received as a result of the outreach efforts. The Gabrieleno Band of Mission Indians- Kizh Nation requested lead agency contact information to consult directly with the City, Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated the Project area is sensitive for cultural resources and requested cultural and Native American monitoring for the Project.

PaleoWest conducted a windshield/reconnaissance survey of the proposed Project area on July 20, 2018. No prehistoric or historic archaeological resources were identified during the survey. However, ground visibility was very poor throughout the Project due the high degree of urban development disturbance. As such, the likelihood of encountering intact archaeological resources within the Project area is low. PaleoWest does not recommend any additional cultural resource management for the proposed Project.

1.0 INTRODUCTION

The proposed Inglewood Transit Connector Project (Project) would include an automated people mover (APM) system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District (LASED) which includes the new National Football League (NFL) stadium (currently under construction), and the proposed Inglewood Basketball and Entertainment Center in the city of Inglewood, California. The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction as well as a Maintenance and Storage Facility (MSF) and Intermodal Transportation Facility (ITF). PaleoWest Archaeology (PaleoWest) was contracted by Meridian Consultants to conduct a Phase I cultural resource assessment of the Project area in compliance with the California Environmental Quality Act (CEQA). The City of Inglewood is the Lead Agency for the purposes of the CEQA.

1.1 PROJECT LOCATION AND DESCRIPTION

The proposed Project is located entirely within the city of Inglewood, in Los Angeles County, east of the San Diego Freeway (Interstate 405 [I-405]) and north of the Glen Anderson Freeway (I-105) (Figure 1-1). The proposed Project is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the LASED to the east; and La Brea Avenue to the west. The Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will largely be located within the public right-of-way (ROW) for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue. The APM would include five proposed stations within the public ROW, located at North Market Street, East Manchester Boulevard, the Forum, Hollywood Park, and West Century Boulevard. The potential locations for the MSF and ITF would occupy parcels immediately adjacent to the APM alignment. The Project area is situated within Sections 28, 33, 34 as well as unsectioned areas, Township 2 South, Range 14 West, San Bernardino Baseline and Meridian (SBBM), as depicted on the Inglewood, CA 7.5' U.S. Geological Survey (USGS) topographic quadrangle (Figure 1-2). The elevation of the Project area ranges between 95 and 158 feet above mean sea level (amsl).

The proposed Project would include transit improvements that would be constructed in an area of the city of Inglewood within the public ROW from Market Street at the Metro Crenshaw/LAX line; south to the intersection of Market Street and Manchester Boulevard; east to the intersection of Manchester Boulevard and Prairie Avenue; then south to the intersection of Prairie Avenue and Century Boulevard. In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a MSF, one or more ITF and other components such as a power traction system. The MSF would consist of a single four- to six-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM as well as provide for parking areas and drop-off and pick-up locations.

The design and construction of the APM system elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the greatest degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations. The proposed maximum depth of

excavation for the vertical supports of the APM guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the APM guideway structures at the stations is approximately 80 feet below ground surface.

1.2 REPORT ORGANIZATION

This report documents the results of a cultural resource investigation conducted for the proposed Project. Chapter 1 has introduced the project location and description. Chapter 2 states the regulatory context that should be considered for the Project. Chapter 3 synthesizes the natural and cultural setting of the Project area and surrounding region. The results of the cultural resource literature and records search conducted at the South Central Coastal Information Center (SCCIC) and the Sacred Lands File (SLF) search, and a summary of the Native American communications is presented in Chapter 4. The field methods employed during this investigation and findings are outlined in Chapter 5 with management recommendation provided in Chapter 6. This is followed by bibliographic references and appendices.

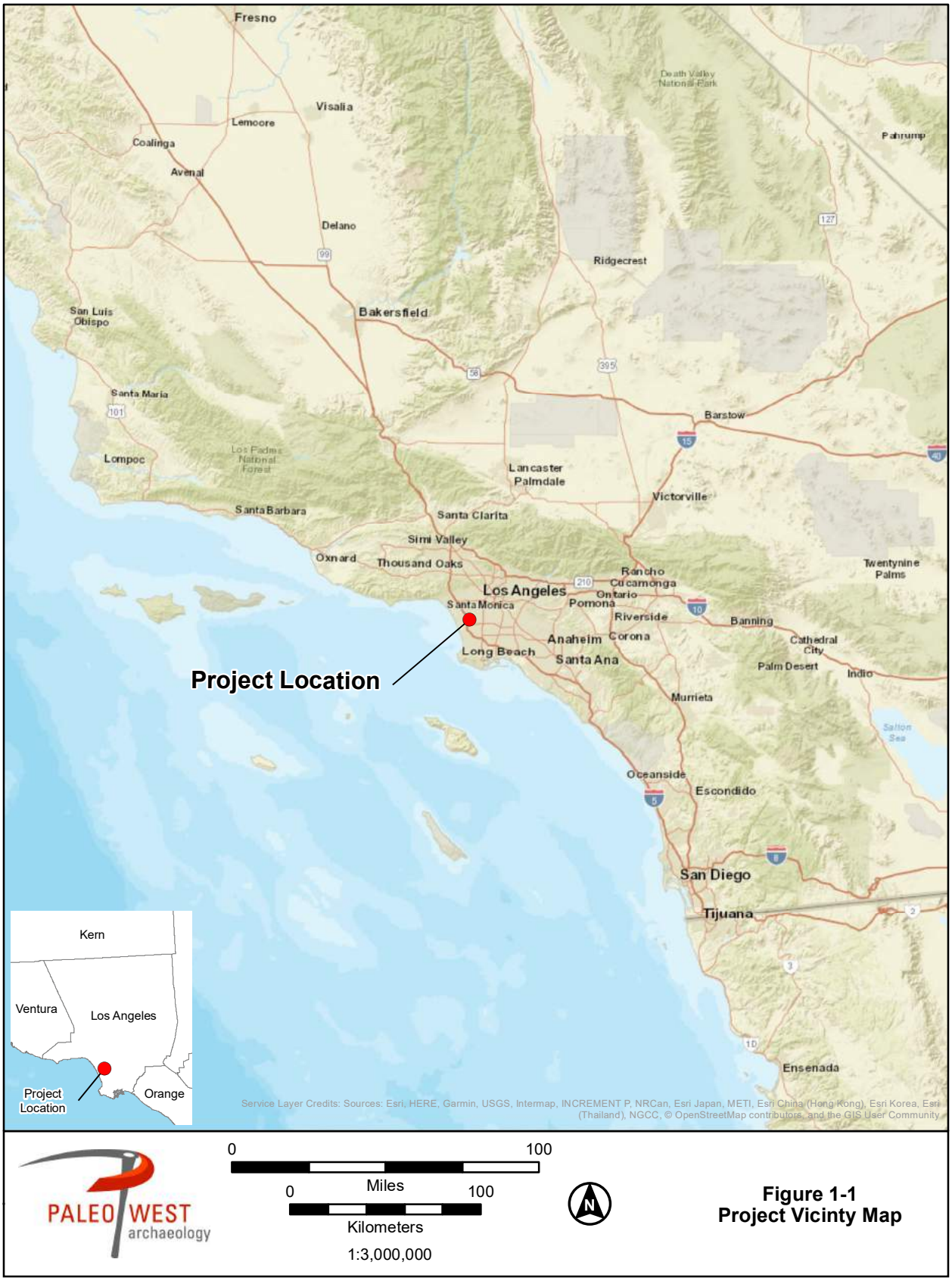


Figure 1-1 Project Vicinity Map

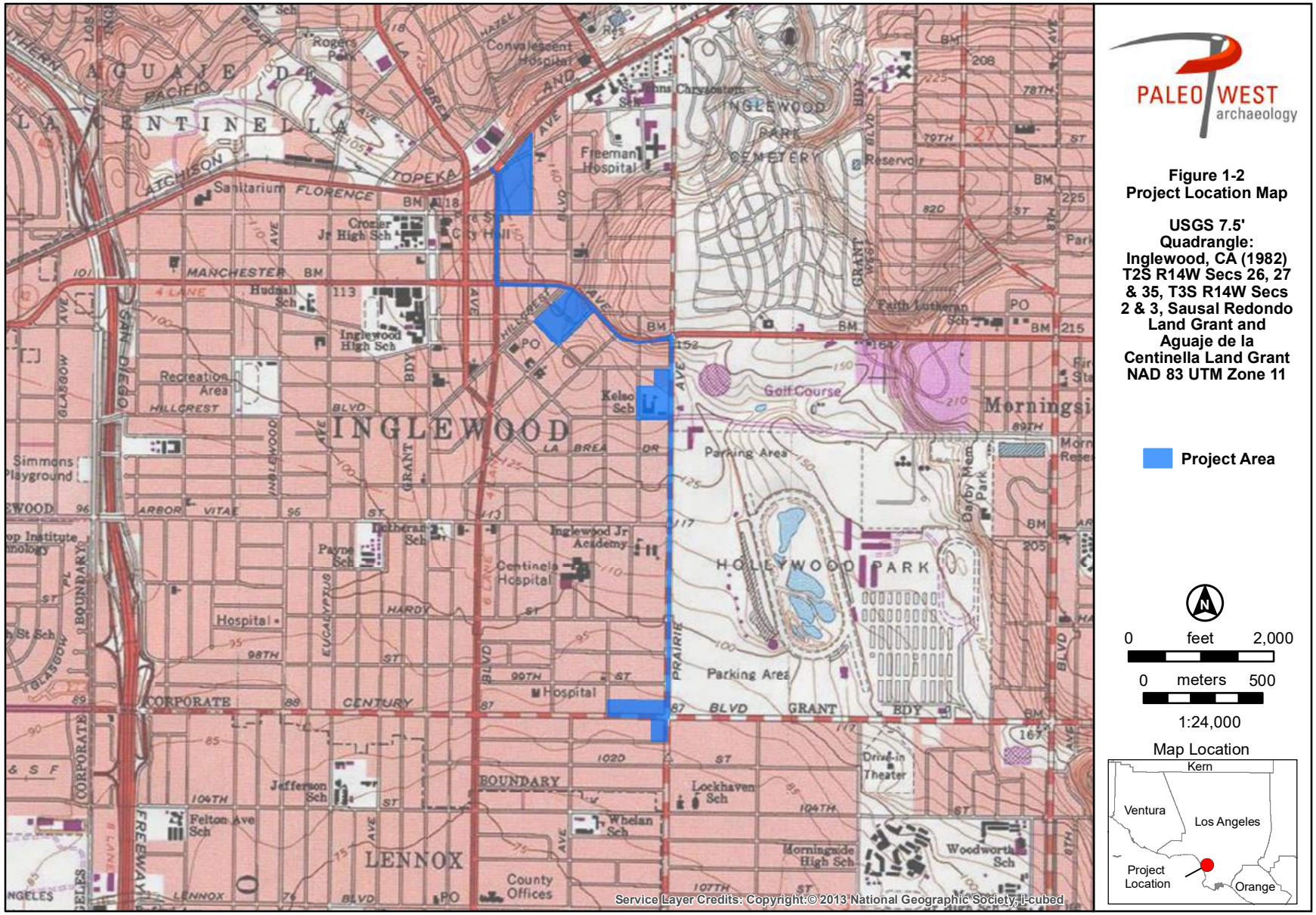


Figure 1-2 Project Location Map

2.0 REGULATORY CONTEXT

2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

2.2 CALIFORNIA ASSEMBLY BILL 52

Signed into law in September 2014, California Assembly Bill 52 (AB 52) created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

3.0 SETTING

This section of the report summarizes information regarding the physical and cultural setting of the Project area, including the prehistoric, ethnographic, and historic contexts of the general area. Several factors, including topography, available water sources, and biological resources, affect the nature and distribution of prehistoric, ethnographic, and historic-period human activities in an area. This background provides a context for understanding the nature of the cultural resources that may be identified within the region.

3.1 ENVIRONMENTAL SETTING

The City of Inglewood is located at the southern edge of the Transverse Ranges geomorphic province, which includes the San Gabriel and San Bernardino mountains to the northeast, and the Santa Monica Mountains to the north. The City is also located near the northern boundary of the Peninsular Ranges geomorphic province, which includes the San Jacinto and Santa Rosa mountains and Newport-Inglewood Fault and the Whittier-Elsinore Fault to the east and southeast (City of Inglewood 2006). Most of the City is underlain by thick (10,000 to 12,000 foot) Tertiary and Quaternary marine and continental sedimentary rocks. The Tertiary rocks, consisting primarily of sandstone, silt-stone, and shale, are almost entirely of marine origin and range in age from Eocene to Pliocene. The Quaternary rocks consist of shallow marine sandstone and siltstone as well as continental siltstone, mudstone, and gravel (City of Inglewood 2006).

Specifically, however in the Baldwin and Rosecrans hills are geomorphic features associated with uplift along the Newport –Inglewood structural zone. Older Quaternary units are exposed in these strongly dissected hills, and elevations range from approximately 75 feet to over 400 feet (Department of Conservation 1998). To the east, Holocene alluvium lies upon the regional coastal basin, also known as the Downey Plain. The sediments overlie an erosional surface of late Pleistocene age. To the west of the Rosecrans Hills is an elevated plain underlain by older Quaternary alluvium.

This area contains a drainage basin, with Holocene sediments, that narrows to the south into the Dominguez Channel. Southwest of the Project, Pleistocene dune sand overlies older alluvial deposits. The main drainage courses within the area are the Dominguez Channel, Compton Creek, and Centinela Creek (Department of Conservation 1998). Prior to the development of the area the dominant plant community consist of coastal sage scrub, freshwater and salt marshes, and riparian woodlands. Common flora found within a coastal sage scrub community consist of California sagebrush (*Artemisia californica*), black sage (*Salvia mellifera*), white sage (*Salvia apiana*), California buckwheat (*Eriogonum fasciculatum*), coast brittle-bush (*Encelia californica*), golden yarrow (*Eriophyllum confertifolium*), and lemonade berry (*Rhus integrifolia*).

3.2 PREHISTORIC SETTING

The most widely used chronological sequence in the Project vicinity distinguishes Early, Middle, and Late periods. It was initially outlined by King (1981) and later revised to include additional radiocarbon dates (King 1990) and to incorporate refinements in our understanding of cultural developments (Arnold 1992).

3.2.1 Early Holocene (9600-5600 cal B.C.)

Archaeological data compiled over the last two decades indicate that initial settlement along the coast of Southern California began at least 12,000 years before present (B.P.). Some of the earliest evidence of human occupation specifically derives from Daisy Cave (CA-SMI-261) on San Miguel Island where radiocarbon samples date the oldest cultural layer at the site between 9600 and 9000 cal B.C. (Erlandson et al. 1996). In the Southern California coastal region, the discovery of fluted projectile points indicates human use of the area possibly as early as possibly 13,000 years ago (Erlandson et al. 1996; Stickel 2010), while sites on San Miguel and Santa Rosa islands have yielded radiocarbon dates older than 10,000 years (Erlandson 1991; Johnson et al. 2001).

However, few known sites date to this earliest period (i.e., pre-10,000 years before present [B.P.]) and relatively few sites have been identified specifically within the Los Angeles Basin that date to the early Holocene. The earliest evidence of human occupation in the Los Angeles region is represented by a set of female human remains that were discovered in association with a handstone in the tar pits of Rancho La Brea in 1914 (Merriam 1914). Possible low population densities may explain the scarcity of sites dating to the early Holocene in the region, but the few known sites do suggest that they tend to be located on elevated landforms, and their presence on the Northern Channel Islands indicates early knowledge and use of marine resources. Diagnostic tools associated with this time period for coastal California have not been identified and cultural assemblages dating to this period have fewer of the grinding implements common to subsequent periods. Research suggests that inhabitants of this period lived in small groups that had a relatively egalitarian social organization and a forager-type land-use strategy (Erlandson 1994; Glassow 1996; Greenwood 1972; Moratto 1984).

3.2.2 Middle Holocene (5600–1650 cal B.C.)

Shortly after 9,000 years ago, sites in the coastal region begin to be characterized by an abundance in milling tools, and the broader subsistence regime, including utilization of plants and seeds, terrestrial animals, and shellfish (Glassow 1996; Glassow et al. 1988; Sutton and Gardner 2010). Increasing populations composed of small, dispersed groups with more generalized tool kits, and a mixed subsistence regime indicating a heavier reliance on shellfish than on fish and terrestrial food sources are also identifiers of the period (Erlandson 1991, 1994, 1997). Population densities appear to have decreased substantially between 6500 and 5000 B.P. throughout the region, and little is known about this period. It has been suggested that the arid conditions associated with the Altithermal (a mid-Holocene period of predominantly warm/dry climate) damaged the environment to the point that only low population densities were sustainable (Glassow 1996; Glassow and Wilcoxon 1988).

After 5000 B.P., population densities increased significantly as conditions became cooler and moister. Between 5000 and 3000 B.P., mortars and pestles became increasingly common throughout the region, suggesting intensified use of acorns (Basgall 1987), as well as the possibility of pulpy roots or tubers (Glassow 1997). Large side-notched and stemmed projectile points became more prevalent, presumably reflecting increased hunting.

Coastal and inland sites of this time period exhibit shallow midden accumulations, suggesting seasonal camping. Based on the distribution of sites assigned to this period, larger groups likely occupied a base camp during a portion of the year, while smaller groups of people used satellite camps to exploit seasonally available floral resources such as grass seeds, berries, tubers, and nuts (cf. Binford 1980; Warren 1968). Site assemblages in coastal Southern California dating to this time contain numerous manos and metates, charmstones, cogged stones, discoidals, and some stone balls. A significant

technological change in ground stone is seen at this time with the appearance of mortars and pestles which suggests the adoption of acorn, nut, and seed processing by coastal groups (Sutton and Gardner 2010). The quantity of projectile points also increases during this time, indicating a subsistence shift toward greater reliance on large game. Burial practices also suggest that society was primarily egalitarian (Glassow 1996). Secondary burials among coastal communities continue to be the dominant mortuary regime with a smaller number of flexed inhumations during the Middle Holocene.

3.2.3 Late Holocene (1650 cal. B.C.–cal A.D. 1542)

Cultural complexity appears to have increased around 3000–2500 B.P. Mortuary data research suggests a substantial change in social organization and political complexity during this period (King 1990). According to King, high-status positions became hereditary and individuals began to accumulate wealth and control exchange systems. Arnold (1991, 1992) proposes that this evolutionary step in socioeconomic complexity occurred around 700–800 years ago. Technological innovation as well as a continued increase in cultural complexity marks the period between 2,500 and 800 years ago. Fishing and sea mammal hunting became increasingly important. This corresponds to the development of the *tomol* (plank canoe), single-piece shell fishhooks, and harpoons (Glassow 1996; King 1990). In addition, the bow and arrow was introduced during this period. Utilization of imported obsidian continued to increase during this period as well (Jones et al. 2007).

A number of these new cultural traits have been thought to be attributable to the arrival of Takic speaking people from the southern San Joaquin Valley in the coastal California region (Sutton 2009). Biological, archaeological, and linguistic data indicate that the Takic groups who settled in the Los Angeles Basin were ethnically distinct from the indigenous Hokan-speaking Topanga populations that had inhabited the region just north of the Project. These Takic speakers are believed to be ancestral to the ethnographic Gabrielino groups (Sutton 2009).

Due to the archaeological evidence gathered it is suggested that Hokan-speaking groups were largely replaced or subsumed by the Gabrielino and Chumash by 2000 B.P. (Sutton and Gardner 2010). Several new types of material cultural appear in the archaeological record during the 700 B.C.-1800 A.D. including the presence of Cottonwood series points, birdstone and “spike” effigies, *Olivella* cupped beads, and *Mytilus* shell disk beads. Additionally, the presence of Southwestern pottery, Patayan ceramic figurines, and Hohokam shell bracelets at some of these later sites suggests interaction between populations in Southern California and the Southwest. Additionally, potential changes in trade networks at this time may be evidenced by an increase in the number and size of steatite artifacts, including large vessels, elaborate effigies, and comals in the archaeological record.

3.3 ETHNOGRAPHIC SETTING

The prehistory of California’s coast spans the entire Holocene and may extend back to late Pleistocene times. At the time of contact however, the ethnographic record indicates that the Gabrielino populations inhabited what is now known as the Los Angeles Basin and the Project region. Traditionally, the Gabrielino occupied a large territory, including the entire Los Angeles Basin, the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern part of the Santa Ana Mountains, and much of the middle and lower Santa Ana River reaches. In addition, the Gabrielino also inhabited the islands of Santa Catalina, San Clemente, and San Nicolas. The Gabrielino language was a Cupan language which is part of the Takic language family and part of a larger language group called Uto-Aztecan (Harrington 1981, Kroeber 1925).

It is believed that more than 50 communities with populations that ranged from 50-150 individuals inhabited the traditional territory of the Gabrielino pre-contact. Each autonomous community or village consisted of one or more patrilineages that maintained permanent placement and the maintenance of surrounding hunting and gathering areas, and ceremonial sites as well. The chief, his family, and elite members were typically the epicenter of the village sites. The village members would encompass and surround the homes of the chief and elite with smaller houses/structures. Other common structures found in Gabrielino villages included sweathouses, clearings for ceremonies and playing fields, as well as cemeteries or burial grounds (McCawley 1996:32-33). Management of food and resources was implemented by the chief and food stores were also kept for each family when supply was low.

The material culture of the Gabrielino is elaborate and has been compared to that of the Chumash. Sources including Padre Geronimo Boscana's accounts (Boscana 1846), Hugo Reid's 1852 letters to the *Los Angeles Star* (Reid and Heizer 1968), and Harrington's (Harrington 1981) early twentieth century interviews describe the common use of shell ornaments and beads, baskets, bone tools, flint weapons and drills, fishhooks, mortars and pestles, wooden bowls and paddles, shell spoons, wooden war clubs, and a variety of steatite items (cooking vessels, comals, ornaments) as many of artifact types common in descriptions of Gabrielino culture (Blackburn 1963). Additionally, artesian development has been observed in the artifact assemblage with the implementation of inlaid with shell (using asphalt) and in the steatite items from production centers on Catalina Island.

Trade was an important element of the Gabrielino economy. While the principal Gabrielino-produced commodity—steatite vessels from centers on Catalina Island—originated well outside the defined study region, trade in steatite items was conducted throughout local territory and involved external relations with desert, Southwestern, mountain, and coastal groups beyond Gabrielino borders (Kroeber 1925). Subsistence resources were also supplemented by additional supplies of deer skins, seeds, and acorns from interior groups such as the Serrano (Kroeber 1925:629). Additionally, *Olivella* shell callus beads, manufactured on the northern Channel Islands by the Chumash and their predecessors, were reportedly used quite frequently as a currency or as a status symbol by the Gabrielino and other Southern California groups.

As described in ethnographic sources, the subsistence resource base for the Gabrielino people included native grass seeds, six or more types of acorns, pinyon pine nuts, seeds and berries from various shrubs, fresh greens and shoots, mule deer, pronghorn, mountain sheep, rabbits and rodents, quail and waterfowl, snakes, lizards, insects, and freshwater fish, plus a wide variety of marine fish, shellfish, and sea mammals in coastal zones. Resource exploitation techniques were also described in ethnographic accounts and include rabbit drives in conjunction with seasonal controlled burning of chaparral, and the use of throwing sticks or nets in the capture of waterfowl in the low-lying marshlands. Reed rafts may have been employed for marshland hunting (Priestley 1937).

The first contact between the Europeans and the Gabrielino is thought to have occurred in 1542 when Juan Rodriguez Cabrillo's small fleet arrived at Santa Catalina Island when the Spanish exploration of North America began in the early 1500s, and Juan Rodriguez Cabrillo began exploring the Alta California coastline in 1542. Additionally, contact with the Gabrieleno by the Spanish likely occurred again in 1602 with the Sebastían Vizcaíno expedition (McCawley 1996:207) and in 1769 with the Gaspar de Portolá expedition.

Mission San Gabriel was founded on September 8, 1771, but moved to its present location around 1774, due to the second location consisting of more suitable land for agriculture. A second mission, San Fernando, was established within Gabrielino territory in 1797. The assimilation of the Gabrielino people

in to the mission system had gross negative affect on the traditional Gabrielino communities as they were depopulated, had become estranged from many of their traditional cultural practices, their lands, political autonomy, and had even become enslaved and even killed, and suffered from epidemics caused by the introduction of European diseases further reduced the indigenous population. Between 1832 and 1834, as the primary result of secularization of the former mission lands, which was theoretically designed to turn over ownership of some of the lands back to the Native peoples of California, consequently increased the displacement of the Gabrielino (McCawley 1996:208). The establishment of California as a state in 1850 brought further hardships to the Gabrielino, forcing many to eventually settle into smaller groups of Native American and Mexican settlements in places like the Eagle Rock and Highland Park districts of Los Angeles as well as in Pauma, Pala, Temecula, Pechanga, and San Jacinto.

3.4 HISTORICAL SETTING

Spanish exploration of North America in the early 1500s marked some of the first European contact with the indigenous peoples of the area now known as Los Angeles and the Project region. The mission system was established by the Catholic Church and the Spaniards to settle, colonize the Native Americans to utilize their labor to develop the lands, and spread Catholicism from Baja California to what is known today as northern California. The first mission was established in 1769 in present-day San Diego. The mission system's goal was for each mission to be self-sustaining. This required the conversion of indigenous peoples in order to claim lands in the name of Spain and required the Native American population to grow crops, raise livestock, and sustain the mission settlement and provide commodities for trade. The Mission San Gabriel Archangel was the fourth mission established in Alta California in 1771. The Native Americans that traditionally inhabited the region of the Project were assimilated into the Mission San Gabriel.

In addition to establishing the mission system in 1779, Spanish settlement of Alta California also included the establishment of pueblos and presidios. These settlements were used as bases from which to colonize the rest of California. The Spanish also laid out pueblos, or towns along the coast. Providing supplies, animals, and colonists to the Spanish missions and presidios by way of ship was difficult, time-consuming, expensive, and dangerous. Thus, an overland route was necessary to initiate a strong colonizing effort in Alta California. The City of Los Angeles was initially established by a mixed group of settlers, known as the Pobladores, as a pueblo in 1781 (Starr 2005:37). The original site of the plaza was constructed within the Los Angeles River floodplain but was moved to its current location after flooding a quickly became a center for economic, political, and social/cultural activities.

While much of the land in California was under the supervision of the Spanish missions, the Spanish government granted lands to individuals that had served the government (Beedle et al, 2008). Additionally, when Mexico achieved independence from Spain in 1821, the Spanish mission system became subject to the Secularization Act in 1833 where all mission lands became property of the new Mexican government. The former mission lands were divided into smaller land grants and distributed to prominent and wealthy Mexican military officers and families. Between 1835 and 1846, more than 600 land grants in Alta California were recorded with the Mexican government, including the Rancho Palos Verdes and Rancho Sn Pedro Dominguez in the Carson and Wilmington areas which are just south of the Project (Robinson 1948: 12-13; Starr 2005:49-51). As a result of Mexican independence, marine-based trade expanded as California ports were opened to foreign trade.

With the signing of the Treaty of Guadalupe-Hidalgo on February 2, 1848, California formally became an American territory, and two years later, on September 9, 1850, California became the thirty-first state in the Union. Prior to becoming a state, California was divided into 27 counties, and Los Angeles was one of

them. In addition to California being granted statehood, the City of Los Angeles also became incorporated in 1850. In those two years (1848–1850) there was an influx of Americans to California seeking their fortunes, triggered by James Marshall's 1848 discovery of gold at Sutter's Mill. However, statehood and an extensive drought in the 1860s eventually ended the prosperity of the ranchos (Beedle et al, 2008).

Yet, before the drought in the 1860s, a Land Commission was established in 1851 and its purpose was to verify the ownership claims of ranchos in California. Oftentimes, ownership of the ranchos was deemed invalid, consequently opening large tracts of land for purchase. Men such as Abel Stearns, James Irvine, and Llewellyn Bixby, who were notable individuals involved in the development of Southern California were able to take advantage of these newly available lands (Starr 2005:104; Cleland 1966:57-59). Although much of the lands changed ownership, the economy of the time remained largely based on agriculture with an emphasis on raising livestock and crops.

To maintain economic independence, Los Angeles was also established as a port of entry in 1853 to compete with the previously established San Francisco port. However, the port was too shallow and consisted of a rocky shoreline. Phineas Banning, David W. Alexander, and Augustus W. Timms lead efforts to reestablish the port at the Port of Los Angeles in San Pedro. Additionally, population increases in the area was brought on with the onset of the Civil War by the U.S. government establishing military posts in the Los Angeles area on lands donated by individuals like Phineas Banning and B.D. Wilson.

Development boom also occurred with the establishment of rail lines in California that made stagecoach companies obsolete. The establishment of a Southern Pacific Railroad and its completed Los Angeles route in 1880 and the Santé Fe Railway in 1886. Banning also successfully lobbied for a branch of the Southern Pacific Railroad to connect the port to Los Angeles. The establishment of these rail lines further boosted Los Angeles' role in the economic development of Southern California and the United States (Starr 2005:114-118).

The city of Inglewood, where the Project lies, was the first settlement to be established from the formerly known Rancho Agape de la Cantilena in 1888 shortly after a railroad station was constructed in the area. The town consisted of 300 residents at the time and in 1908 the city became incorporated. Inglewood recovered from the nationwide financial crash prior to that in 1905 and established the Poultry Colony in present-day North Inglewood. Additionally, the Inglewood Park Cemetery, located within the northern portion of the Project was developed and the street car line brought both coffins and mourners to the cemetery.

After the earthquake of 1920, many visitors came to observe the damage in Inglewood but stayed due to the pleasant climate. From 1920 to 1925 the city was the fastest growing city in the United States (City of Inglewood, 2018). Until World War II, Inglewood had been a hub for agriculture, but defense industries transformed it into an urban community when industrial activity, stimulated by the war, brought new workers and their families to the city.

During the 1960s and 1970s, the city continued taking on its more metropolitan look and became racially integrated in both residential and business sectors. The city of Inglewood continues to be valued for its access to the major freeways and the now established Los Angeles Airport.

4.0 CULTURAL RESOURCES INVENTORY

A literature review and records search was conducted at the SCCIC, housed at California State University, Fullerton, on June 20, 2018. This inventory effort included the Project area and a half-mile radius around the Project area, collectively termed the Project study area. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

4.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

The records search results indicate that no less than 21 previous investigations have been conducted and documented within the Project study area since 1984 (Table 4-1). None of these studies appear to include the Project area. The records search also indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. As a result, none of the Project area has been previously investigated by these studies.

Table 4-1
Previous Cultural Studies within the Study Area

Report No.	Date	Author(s)	Title
LA-02904	1993	Stickel, Gary E.	Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project
LA-03289	1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation
LA-04385	1984	Scientific Resource Surveys, Inc.	Cultural Resource Survey Report on the Arbor Vitae Street Improvement Project
LA-04836	2000	Science Applications International Corporation	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project
LA-06012	2001	Love, Bruce, Bai " Tom" Tang, and Mariam Dahdul	The Grevillea Mall Park City of Inglewood Los Angeles County, California
LA-06035	2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 04111 Los Angeles County, California
LA-07402	2004	Bonner, Wayne H.	Records Search and Site Visit for Sprint Telecommunications Facility Candidate La60xc408d (Florence Locust Rl) 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-07697	2005	Wlodarski, Robert J.	Records Search Results for Cingular Telecommunications Wireless Site El0118-01 (car Wash) Located at 10200 Hawthorne Boulevard, City of Inglewood, County of Los Angeles, California 90303
LA-07869	2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca 7731d (la Colima), 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii
LA-09513	2008	Bonner, Wayne H. and Kathleen Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23650D (Inglewood Electric), 923 South Prairie Avenue, Inglewood, Los Angeles County, California
LA-09516	2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03329E (Walgreens La Brea), 230 North La Brea Avenue, Inglewood, Los Angeles County, California
LA-10567	2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals

Table 4-1
Previous Cultural Studies within the Study Area

Report No.	Date	Author(s)	Title
		Hensley Shaker, and Casey Tibbitt	
LA-10685	2010	Bonner, Wayne and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2089/CA6588, 336 East Hillcrest Boulevard, Inglewood, Los Angeles, California
LA-11150	2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project
LA-11174	1998	Kadara, Kayode	Inglewood Main Post Office, Inglewood, Los Angeles County
LA-11396	2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR# 3551015375
LA-11414	2011	Loftus, Shannon	Historic Architectural Resource Inventory and Assessment, AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR #3551015375
LA-11974	2012	Morell, Karl	Abandonment Exemption, BNSF Railway Company, Milepost 7.95 to Milepost 13.25, Los Angeles, Los Angeles County, CA
LA-12189	2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02636A (LA636 Medical Building) 336 East Hillcrest Boulevard, Inglewood, California
LA-12352	2012	Rendon, Richard	Federal Land and Water Conservation Fund Program under the National Park Service Edward Vincent Park Multi-Purpose Field Rehabilitation Project, City of Inglewood

4.2 CULTURAL RESOURCES REPORTED WITHIN THE STUDY AREA

The records search indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. One of these resources, 19-189809, is a multi-story commercial building that is located immediately adjacent to the Project area and may be directly or indirectly impacted by the Project. In addition, five buildings/structures, located immediately adjacent to the Project area, are listed on the Directory of Historic Properties Data File. These resources may be directly or indirectly impacted by the Project as well. PaleoWest understands that a separate built-environment resource study is being prepared for this Project. As such, these resources will not be considered further during the cultural resource study conducted by PaleoWest.

4.3 ADDITIONAL SOURCES

Additional sources consulted during the cultural resource literature review and records search include the National Register of Historic Places, the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Directory of Properties in the Historic Property Data File. There are no listed archaeological resources recorded within the Project area or within one half mile of the Project area.

4.4 NATIVE AMERICAN COORDINATION

PaleoWest contacted the NAHC, as part of the cultural resource assessment, on June 15, 2018, for a review of the SLF. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on June 19, 2018, stating that the SLF was completed with negative results. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources (Appendix A). As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project. PaleoWest sent outreach letters to the recommended tribal groups on July 27, 2018 after conducting the pedestrian survey of the Project area on July 20, 2018. These letters were followed up by phone calls on August 29, 2018.

To date responses have been received from three of the five contacted individuals/tribal groups. Mr. Andy Salas of the Gabrieleno Band of Mission Indians- Kizh Nation requested that an email be sent with the lead agency's contact information so that he might contact the lead agency directly with his comments regarding the Project. Mr. Salas was informed that the City would be conducting Assembly Bill 52 consultation efforts at a later date and, at that time, the City would be contacting him directly to provide his comments. Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians stated that the Project lies within a highly sensitive cultural area and that any trenching or excavation for structures such as support columns would likely require archaeological and Native American monitoring. Additionally, Mr. Morales recommended monitoring and requests consultation for the Project. Lastly, Mr. Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council requested that the original email be resent and that he would like to consult with other Tribal Members before offering official comments and recommendations regarding the Project. The email was resent to Mr. Dorame on August 29, 2018.

5.0 FIELD INVESTIGATION

5.1 FIELD METHODS

A windshield/reconnaissance survey of the Project area was conducted by PaleoWest archaeologist Oliver Hegge on July 20, 2018. The purpose of the survey was to observe and note the conditions of the Project area including the extent of the hardscape, the overall degree of ground disturbance, and the character and nature of the Project area. The surveyor drove the length of the APM alignment to identify any areas of open ground surface. He carefully inspected any areas within the Project area likely to contain or exhibit archaeologically or historically sensitive cultural resources and inspected to ensure that if any visible, potentially significant archaeological resources were discovered that they were documented.

The Project area was recorded with digital photographs for use in the report. Photographs included general views of the topography and vegetation density, and other relevant images. A photo log was maintained to include, at a minimum, photo number, date, orientation, photo description, and comments.

One of the primary goals of the reconnaissance survey was to identify historical and prehistoric site indicators. Examples of historical indicators include fence lines, ditches, standing buildings, objects or structures such as sheds, or concentrations of materials at least 45 years in age, such as domestic refuse (e.g., glass bottles, ceramics, toys, or buttons), refuse from other pursuits such as agriculture (e.g., metal tanks, farm machinery parts, horse shoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, railroad spurs, etc.). Examples of prehistoric site indicators include areas of darker soil with concentrations of ash, charcoal, animal bone (burned or unburned), shell, flaked stone, ground stone, pottery, or human bone.

5.2 FIELD RESULTS

The windshield/reconnaissance survey revealed that the majority of the Project area includes residential or commercial structures with associated landscaping and hardscaping. As such, the ground surface within the Project area is almost entirely obscured by hardscape that includes buildings, paved driveways, curbs and sidewalks, paved roadways, and parking lots. The limited small portions of the Project area that lack hardscape are characterized by landscaped lawns and yards associated with residences and businesses as well as what appear to be two or three vacant lots. Due to the lack of ground visibility and extensive disturbance from the built environment, field documentation consisted of general observations and digital photography.

No historical or prehistoric archaeological resources were observed within the Project area during the windshield/reconnaissance survey. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project during the records search. These resources may be directly or indirectly impacted by the Project; however, are not discussed in this study.



Figure 5-1 Market and Regent Street intersection, view to the south



Figure 5-2 Kelso and Prairie Avenue intersection, view to the south



Figure 5-3 Overview of proposed Hollywood Park stop, view to the south



Figure 5-4 Overview of proposed facility site, view to the northwest

6.0 MANAGEMENT RECOMMENDATIONS

The cultural resource records search and field visit did not result in identifying any prehistoric or historical archaeological resources within the Project area. However, the ground visibility within the Project area was very poor; the APM alignment as well as the MSF and ITF locations are almost entirely hardscaped. The built nature of the Project area indicates a high degree of disturbance suggesting the likelihood of encountering intact archaeological deposits near the surface of the Project area to be very low. The Gabrieleno Band of Mission Indians- Kizh Nation and Gabrieleno/Tongva San Gabriel Band of Mission Indians both requested to consult the City on the Project. Additionally, the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated a high sensitivity for cultural resources in the Project and requested cultural and Native American monitoring be conducted for the proposed Project. However, as previously stated, the high degree of urban development disturbance suggests the likelihood of encountering intact archaeological resources is low. PaleoWest does not recommend any additional cultural resource management for the proposed Project.

In the event that potentially significant archaeological materials are encountered during Project-related ground-disturbing activities, all work should be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In addition, Health and Safety Code 7050.5, CEQA 15064.5(e), and Public Resources Code 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Finally, should additional actions be proposed outside the currently defined Project area that have the potential for additional subsurface disturbance, further cultural resource management may be required.

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Appendix A.
Native American Coordination

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

June 19, 2018

Robbie Thomas
PaleoWest Archaeology

Sent by E-mail: rthomas@paleowest.com

RE: Proposed Inglewood Transit Interconnect (18-195) Project, City of inglewood; Inglewood USGS Quadrangle, Los Angeles County, California

Dear Ms. Thomas:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

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Native American Heritage Commission
Native American Contact List
Los Angeles County
6/19/2018

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Inglewood Transit Interconnect Project, Los Angeles County.

PALEOWEST archaeology

626.408.8006 | paleowest.com | 517 South Ivy Avenue | Monrovia, CA 91016

July 27, 2018

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723
Transmitted via admin@gabrielenoindians.org

Re: Cultural Resource Investigation for the Inglewood Connector Project, Inglewood, Los Angeles County, California

Dear Mr. Salas,

On behalf of Meridian Consultants, PaleoWest Archaeology (PaleoWest) is conducting a cultural resource investigation, in compliance with the California Environmental Quality Act (CEQA), for the proposed Inglewood Connector Project (Project) within the city of Inglewood, in Los Angeles County, California. The proposed Project involves development of an elevated Automated People Mover along an aerial alignment that will provide service to Downtown Inglewood, the Forum, the Hollywood Park Development/NFL Stadium, and the Basketball and Entertainment Center. The Project area is located on the Inglewood, Calif. 7.5' USGS quadrangle map, within Sections 28, 33, 34 (Civil Colonies land grant) in T2S/R14W (see attached map).

A cultural resource literature review and records search conducted at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton, indicates that no less than 21 cultural resource studies have been conducted within a one-half-mile radius of the Project area. Five of these studies appear to include portions or all of the Project area. The records search also indicated that no prehistoric or historic archaeological resources have been identified within a one-half-mile radius of the Project area. PaleoWest conducted a reconnaissance survey of the Project area and did not identify any archaeological resources as a result of the survey.

As part of the cultural resource investigation of the Project area, PaleoWest requested a search of the Native American Heritage Commission's (NAHC's) *Sacred Lands File* on June 15, 2018. The NAHC responded on June 19, 2018 indicating that no Native American cultural resources were identified within the Project area. However, should your records show that cultural properties exist within or near the Project area shown on the enclosed map, please contact me at (626) 408-8006 or via e-mail at rthomas@paleowest.com. I will follow-up phone call or email if I do not hear from you.

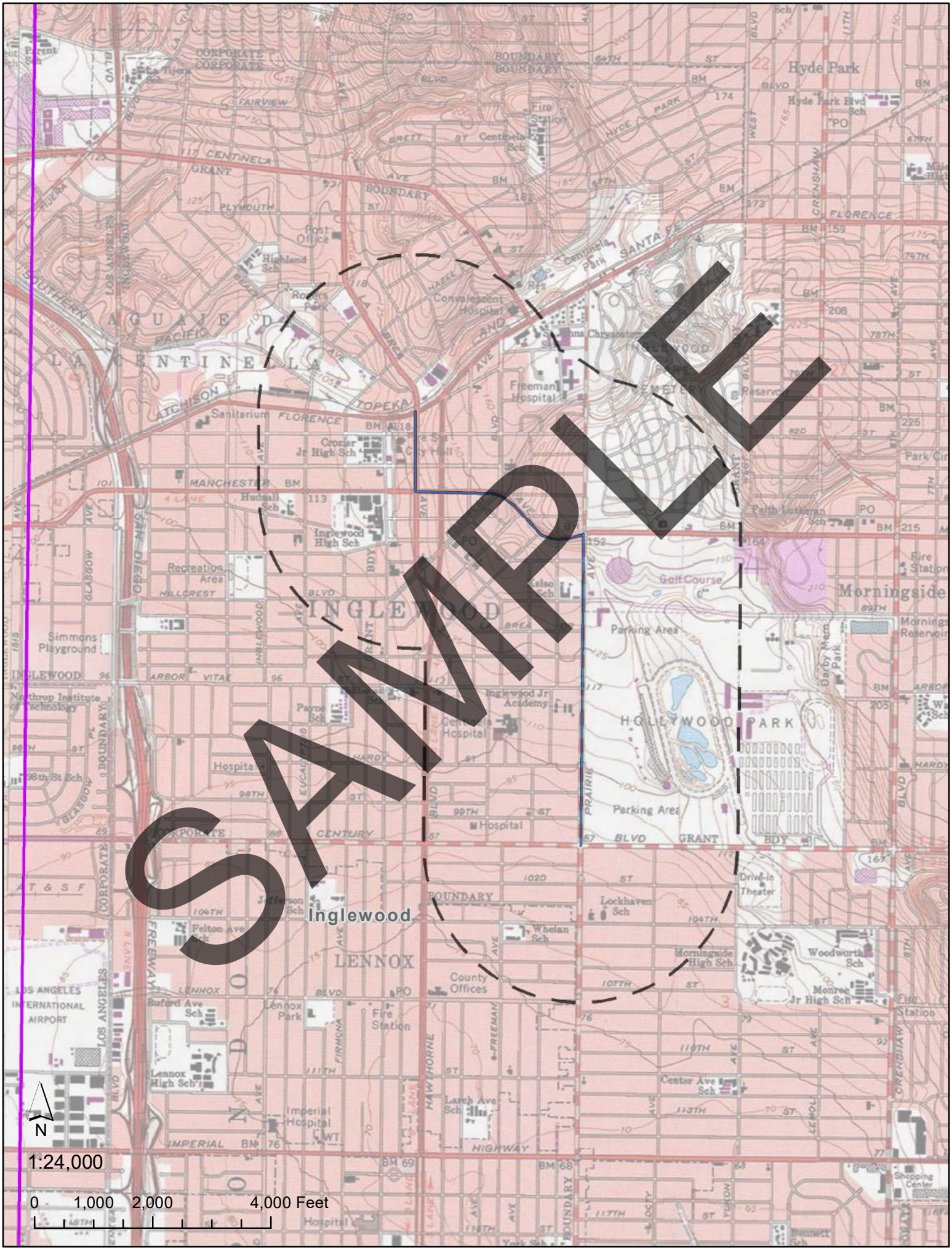
Your comments are very important to us, and to the successful completion of this Project. I look forward to hearing from you in the near future. Thank you, in advance, for taking the time to review this request.

Respectfully yours,

Roberta Thomas

Roberta Thomas, M.A., RPA
Senior Archaeologist
PaleoWest Archaeology

SAMPLE


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Native American Contact/Response Matrix			
Recommended Contacts (Name and Tribal Affiliation)	**Initial Contact**	**Follow up Attempts**	**Comments/Notes**
Andrew Salas, Chairperson, Gabrieleno Band of Mission Indians – Kizh Nation	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Salas requested the lead agency's contact information so that he send his comments regarding the Project directly to the lead agency. Mr. Salas was informed that the lead agency would be conducting formal AB 52 consultation at a later date and would reach out to him directly for him comments.
Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Morales stated that the Project lies within a highly culturally sensitive area and that any trenching or excavation for structures such as support columns may require archaeological and Native American monitoring. He stated that he recommends monitoring and requests consultation.
Sandonne Goad, Chairperson, Gabrielino/Tongva Nation	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Left a message for Ms. Goad.
Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Dorame requested that the original email be resent. Email resent on August 29, 2018. Mr. Dorame stated that he would like to consult with other Tribal Members before offering official comments and recommendations.
Charles Alvarez, Chairperson, Gabrielino-Tongva Tribe	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Left a message for Mr. Alvarez.

4.13.2

AB 52 Consultation Summary

Meeting Summary – AB52 Tribal Consultation with Gabrieleno Band of Mission Indians - Kizh Nation and the City of Inglewood for the Inglewood Transit Connector Project

Date of Meeting: February 6, 2019

Participants:

Gabrieleno Band of Mission Indians - Kizh Nation: Tribal Chairman Andrew Salas, Tribal Administrator Matt Salas, Administrative Specialist Brandy Salas

City of Inglewood: Mindy Wilcox, AICP, Planning Manager

Trifiletti Consulting: Omar Pulido, Senior Project Director, Perla Solis, Planning Associate

Meridian Consultants: Joe Gibson, Partner, Dillan Murray, Staff Planner

PaleoWest Archaeology: Vanessa Mirro, Vice President, Robbie Thomas, Senior Archaeologist/Project Manager

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A conference call was held on February 6, 2019 at 4:30 PM with the above participants to initiate consultation under AB 52 between the City of Inglewood, Lead Agency for the Inglewood Transit Connector Project, and the Gabrieleno Band of Mission Indians - Kizh Nation.

The call was the result of the Gabrieleno Band of Mission Indians - Kizh Nation request for such a consultation for the ITC project as they noted in their August 8, 2018 email to the City in response to the Notice of Preparation (NOP). In that email, the Tribe indicated that if there would be any ground disturbance activity regarding the project, they would like to consult.

Ms. Wilcox initiated the call by provided a brief overview of the Project including the types of ground disturbance activities that could occur. These would likely include some large diameter boreholes to be drilled to allow for column placement along the ITC guideway and to support the maintenance and storage facility (MSF). The boreholes would range from 6 feet to 12 feet in diameter and extend up to 80 feet deep. No other ground disturbing activities are anticipated.

Ms. Wilcox also note that the City, through its consultants, has completed record searches to date to identify existing archaeological records, and that that information would be made available to the Tribe if the requested.

Chairman Salas provided an overview of the Tribes experience with other projects in the Los Angeles Basin including work that the Tribe has completed LA Metro and other transit efforts. As part of the other project, he noted that artifacts had been unearthed as part of ground disturbing activities. Chairman Salas noted that many of these discoveries were the result many of the transit routes following historic roads and routes in the LA Basin, He noted that the existing networks of major roadways followed historic and prehistoric trading routes in the area that were used by Native American tribes that resided in the area and along the west coast.

Chairman Salas noted that significant among these historic and pre-historic trading routes were those that Rancho Sausal Redondo (translated as "round clump of willows"), Rancho Ajuaje de la Centinela (the name means "Sentinel of Waters" in Spanish, and refers to the artesian water in the area exemplified by Centinela Springs.[1] Rancho Ajuaje de la Centinela included parts of present-day Westchester and Inglewood), and Rancho Centinela, which included the present-day cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, and Playa del Rey.

The natural steams of the area near the La Brea tar pits were used to collect materials that would line baskets and boats. The traditional landscape, which including the tribal trading routes, have numerous burial sites that have been discovered as part of other projects and excavations in the area. The tribal traditions were to bury individuals who died on the trading route at the location of their passing.

The Chairman noted, that the location of the proposed ITC project is in an area that is known for these historic and pre-historic trading routes. It was added that there are known streams to the east and trading routes to the west. Because of this, the Chairman noted that the Tribe has concerns that Native American artifacts could be unearthed as part of the drilling and digging activities during construction of the ITC project.

Tribal Administrator Matt Salas indicated that the Tribe would share information including maps of the area that depict the historic and pre-historic trading routes. In addition, they would share suggested mitigation measures that may be considered to assist in reducing impacts to any artifacts that could be unearthed during ground disturbing activities. The materials are not included in this Memo pursuant to PRC section 21080.3.1 which states any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information.

The conference concluded about 5:30 PM with he City indicating that they were anxious to receive and review the materials that the Tribe would provide. Upon review, the City would contact the Tribe for a follow up discussion.

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[1] Centinela Springs was registered as Historical Landmark in October 9, 1939 and is located in the City of Inglewood. It's description on the Office of Historic Preservation (OHP0 website notes that bubbling springs once flowed here from their source in a deep water basin that has existed continuously since the Pleistocene Era. Prehistoric animals, Indians, and early Inglewood settlers were attracted here by the pure artesian water. The springs and valley were named after sentinels guarding cattle in the area.

Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, MUST be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law-101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section15064.5, PRC 5097.98 (d)(1).
- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).

If you are receiving these measures, The Gabrieleño Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleño Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants (approved 9/13/05): By acting as a liaison between Native American, archaeologist, developers, contactors and public agency, a Native American monitor/consultant can ensure that cultural features are treated appropriately from the Native American point of view. This can help others involved in a project to coordinate mitigation measures. These guidelines are intended to provide prospective monitors/consultants, and people who hire monitors/consultants, with an understanding of the scope and extant of knowledge that should be expected.

Mitigation Guidelines for Tribal Cultural Resources (TCRs): CEQA now defines TCRs as an independent element separate from archaeological resources. Environmental documents shall address a separate Tribal Cultural Resources section that includes a thorough analysis of the impacts to only TCRs and includes separate and independent mitigation measures created with tribal input under AB-52 consultations. Therefore, all agreements, mitigation, and conditions of approval regarding TCRs shall be handled solely with the Tribal Government and conversely all agreements, mitigation, and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.

MITIGATION MEASURES

Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and

Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

Unanticipated Discovery of Human Remains and Associated Funerary Objects:
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

Resource Assessment & Continuation of Work Protocol:

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for burials and funerary remains:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures:

Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

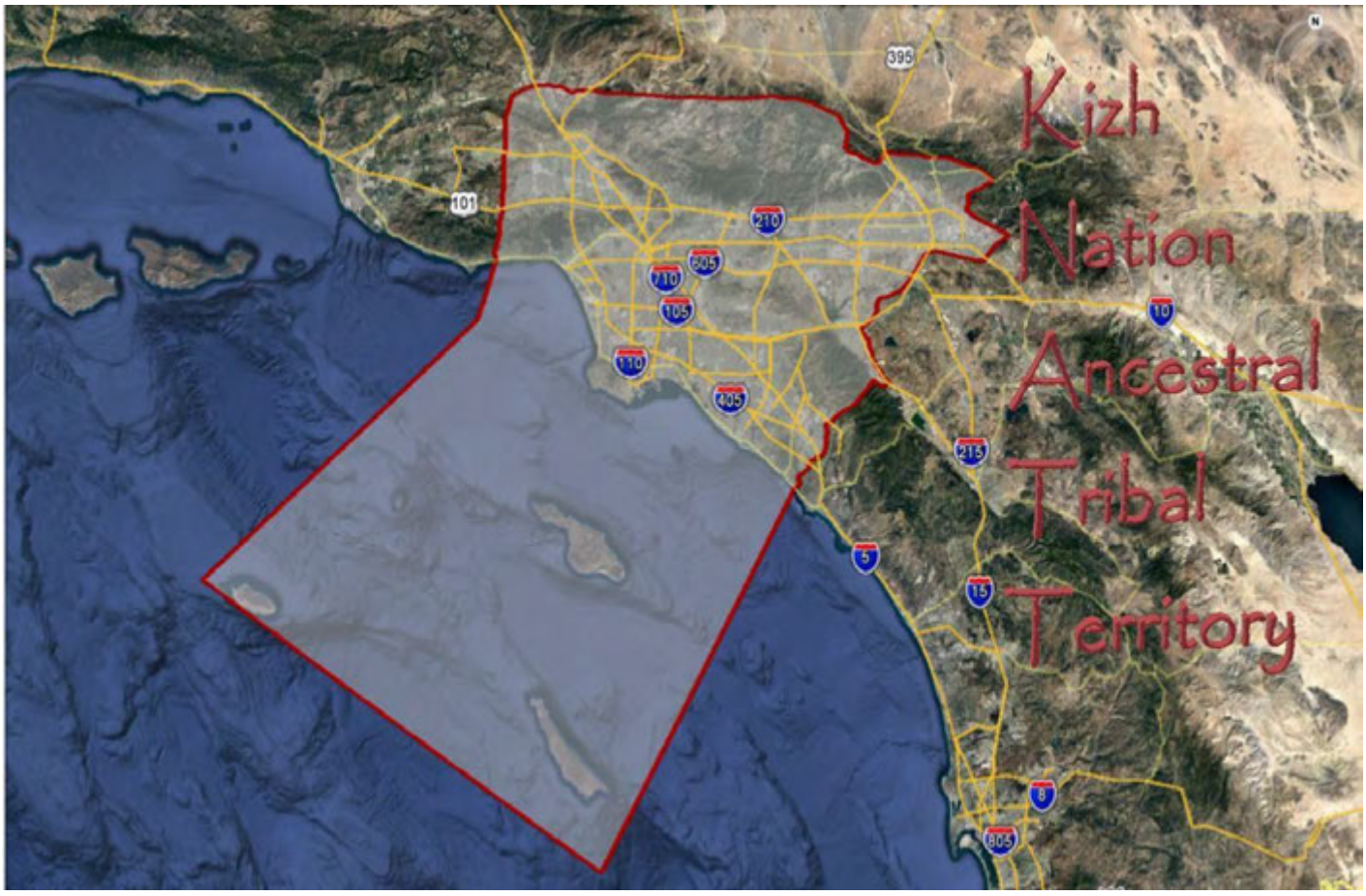
Acceptance of Tribal Government Recommended Mitigation Measures:

By _____ Date: _____
Lead Agency Representative Signature

Revised: August 2018

Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.



APPENDIX 4.14

Utilities

APPENDIX 4.14.1

Conceptual Design Utility Impacts

Inglewood Transit Connector

Conceptual Design Utility Impacts – December 2019

1.0 Background

The following information provides an updated review of the potential utility impacts associated with the Inglewood Transit Connector (ITC) Project. This Project (proposed Project) would develop an automated people mover (APM) system to connect the downtown Inglewood near the Metro Crenshaw/LAX Line to the City's major activity centers, including the Forum, the Los Angeles Stadium and Entertainment District (LASED) at Hollywood Park, and the proposed Inglewood Basketball and Entertainment Center (IBEC).

The proposed APM system would be a fully automated, grade-separated train system consisting of an elevated dual-lane guideway, largely contained within the public rights-of-way, and run for approximately 1.8 miles for the length of the alignment.

As part of a preliminary review, four conceptual alignment alternatives were considered for the Project. A utility analysis was completed in 2018 to evaluate any potential major conflicts associated with the alignment alternatives. The four initially evaluated transit alternatives included the following alignment designations:

Alternative A: Market-Manchester Street Alignment

Alternative B: Fairview Heights Alignment

Alternative C: Arbor Vitae Alignment

Alternative D: Century Blvd Alignment

1.1 Preferred Project Alternative

As the preferred project alternative, station locations, guideway spans, and column placements were evaluated along the Market-Manchester Street alignment with right-of-way, streetscape, traffic, and utility impacts in mind. This design alignment incorporates the APM guideway beginning on Market Street near the downtown Inglewood Metro station and proceeding south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. In addition, the proposed Project would include other support facilities including a Maintenance and Storage Facility (MSF) to accommodate storage, maintenance, and cleaning of the APM train cars; an Intermodal Transportation Facility (ITF), and traction power substations (TPPSs).

The APM guideway would be approximately 43 feet above grade, varying in width at track switches and stations. Both lanes of the APM guideway would be situated on one side of the right-of-way in between stations and generally be supported by single columns, then gradually transition to opposite sides of the right-of-way on approach to station platforms where they would be supported by dual columns on both sides of the street.

2.0 Conceptual Station Locations

Various conceptual station locations and related infrastructure have been analyzed to assess and minimize overall impacts. Conceptual design plans have included up to five station locations including stations on Market Street and Manchester Blvd as well as three stations along Prairie Ave designated as the Forum, Hollywood Park, and Century Blvd stations.

Stations would be above grade and largely located within the public rights-of-way. The Market Street station would be located along North Market Street in between Florence Avenue and Regent Street, in the vicinity of the downtown Inglewood Metro Crenshaw/LAX Line station. The Manchester Boulevard would be situated in between Manchester Terrace and Manchester Drive, adjacent to the proposed Maintenance and Storage Facility (MSF)for the APM system. The APM station

located near the Forum would be located along Prairie Avenue in between Nutwood Street and Kelso Street/Pincay Drive. The Hollywood Park station would be located along Prairie Avenue at one of the primary entrances to the LASED at Prairie Avenue's intersection with Arbor Vitae Street. Lastly, the APM station near Century Boulevard would be situated just north of the Prairie Avenue and Century Boulevard intersection. Stations would generally be sized approximately 300–400 feet long and 50–100 feet wide, and would include ground, mezzanine, and guideway platform levels.

2.1 Market Street Station Alternative

In addition to the location on Market Street, an alternate station location outside the public right-of-way has been evaluated with potential for joint use development.

The Market Street Station Alternative would provide for an alternative location for the Market Street APM station and for additional mixed-use development adjacent to the station. This Alternative proposes to locate the Market Street APM station further to the north in closer proximity to the Metro downtown Inglewood station and onto the adjacent property at the southeastern corner of Florence Avenue and Market Street. This property is bounded by Florence Avenue, Locust Street, Regent Street, and Market Street and is developed as a commercial shopping center. The Market Street Station Alternative would include a pedestrian connection across Florence Avenue connecting to the existing Metro Station. Additionally, this Alternative would enable the joint development of approximately 600,000 to 700,000 square feet of mixed use (commercial, hotel, and residential uses) adjacent to the station.

3.0 Design Updates

This utility analysis incorporates the most current conceptual alignment and design dated May 23, 2019. The most notable design considerations and changes since the 2018 analysis have included the inclusion of the Manchester station and associated column and alignment impacts. Additionally, various column placements and alignment shifts at the Market Street and Manchester Blvd transition and along the

Manchester Blvd roadway curves have been evaluated. Preliminary conceptual designs included various columns centered on Market Street. The current conceptual design has eliminated these center placements and shifted them to the west side of the street.

The current conceptual design also includes an alternate station location for the Market Street Station for consideration. This alternate location would be located outside the public right-of-way between Market Street and North Locust, encompassing the commercial block south of Florence Ave with closer proximity to the existing Metro downtown Inglewood station.

3.1 Column Design Considerations and Selection

Variations in conceptual designs have included selection between larger-sized columns with placements centered at roadways and/or on one side of the street versus smaller-sized columns placed on each side of the street right-of-way. Shifts in station locations and attributed column loading at these locations have also impacted selection of column sizing and placement. Furthermore, span distances between columns contributed to column sizing requirements at these locations.

Factors that were considered in the overall selection of column placements and alignment adjustments included the proximity to property lines and utilities, subsurface infrastructure, and traffic impacts. Although limited record information for various utilities (i.e. electrical and telecommunication systems) has been made available, focus has been on larger-sized and gravity flow mains that may be infeasible or impractical to relocate. Relocation of larger-sized lines may pose significant complexities as they could potentially further impact additional utility lines that are otherwise not impacted by the project columns and/or stations. Additionally, pipe invert elevation and minimum slope requirements to gravity flow lines (i.e. sanitary sewer and stormdrain systems) pose further design and construction constraints which can subsequently increase limits of disturbance and overall impacts.

Along with the current Manchester station design, column sizes and locations have been modified from one side of the street to placements on both sides of the street between Hillcrest Blvd and Tamarack Ave. To avoid larger utility lines along Prairie Ave, including a 36" recycled water main, column sizing and placements were closely analyzed and shifted on each side of Prairie Ave.

The current conceptual alignment and design includes varying column widths between 6 to 12 feet wide. While conceptual station and column placements have been selected based on available data to date and with proximity to property lines and overall impacts in mind, utility impacts at numerous locations will remain unavoidable.

4.0 Utility Analysis Update

Record drawings and utility information were provided by various agencies, including the City of Inglewood, Southern California Gas Company, Los Angeles Department of Water and Power, Los Angeles County of Department of Public Works, and the West Basin Municipal Water District. Utilities identified along the preferred Market-Manchester Street alignment during the 2018 utility identification and assessment process are shown in **Appendix A**. Updated utility information and corresponding impacts are included in Tables below.

4.1 Utility Easement and Clearance Considerations

While station and column placement selections have been made with attempts to avoid major utility relocations, even minor utility modifications will require clearance considerations. Of particular interest are easement and/or clearance requirements between other utilities and infrastructure. Health Codes require a typical 10-foot horizontal, and a 2- to 5-foot vertical, separation between sewer and water lines. Clearance requirements between other utilities can vary by jurisdiction and site conditions, however a minimum horizontal separation of 2 feet is common in order to protect utility lines from future potential damage when adjacent lines are serviced and/or repaired. Furthermore, minimum allowable depths below gutter grade can

impact vertical placements to surrounding utilities. Prior to design phase, site utility potholing surveys, including record of invert elevations, will need to be performed to determine precise horizontal and vertical placement and to further evaluate the extent of impact and if relocations can be avoided.

4.2 Utility Impact Determination and Thresholds

While typical service pipelines and utility main lines are a minimum of 2 feet and 5 feet beneath pavement surface, respectively, various large utility mains are located within the project alignment and are estimated to be as deep as 10 feet below surface. Limits of disturbance and weakened zones vary depending on numerous factors including column sizing, depth and size of footings, as well as method of excavation and drilling. Onsite soil conditions, easements, and utility spacing requirements can also contribute to these limits of disturbance. When establishing parameters of impact to adjacent utilities, potential as-built deviations from utility record drawings have been considered along with projected 1-to-1 weakened zone of influences.

For the purpose of the project utility impact determination, a conservative 10-foot distance from the edge of all conceptual column placements has been used to identify utilities that may be impacted from construction activities. All utility locations are approximate based on best available map data. It is projected that utilities within a 5-foot proximity may require relocation or modification while those within a 5 to 10-foot proximity may be less impacted and may likely be protected in place depending on site conditions and utility restrictions.

Notwithstanding the above, while various utilities may appear to have minimal to no impacts, modifications to other lines and subsequent clearance requirements may potentially impact utilities that appear to be a safe distance away. Moreover, while some utilities may be within inches of column locations, several conditions such as type and size of utility, as well as construction methodology, may factor into the potential for protection-in-place measures.

Overall, efforts should be made to avoid relocations when feasible. However, any modifications to impacted utility lines and their tributary area of disturbance pose

negative impacts to the surrounding community due to temporary loss of service and traffic impacts related to unavoidable lane or full street closures. The following outlines projected utility impacts based on referenced thresholds.

4.3 Projected Utility Impacts

Despite efforts to minimize utility impacts, affected infrastructure includes storm drain lines and catch basins, sanitary sewer and water lines, gas pipelines, and electrical vaults and transmission lines. Coordination with utility agencies will be required for temporary or permanent utility relocations and/or service interruptions.

Based on referenced parameters of impact, the Tables below outline projected utility conflicts that may require relocation, modification, or protections in place. Based on available information to date, utility type, size, length of impacted utility span, and direction of referenced utility lines are included in the summary tables by street segments.

Table 1: Projected Utility Impacts – Market Street includes impacted water lines along Market Street between Florence Ave and Manchester Blvd. Minimal record data has been made available for this street segment. However, stormdrain lines which are of most interest due to limited right-of-way and potential tributary infrastructure impacts appear to be a safe distance away from any column locations. These lines run in the east-west direction, crossing Market Street at Regent Street and Queen Street.

Table 2: Projected Utility Impacts – Manchester Blvd includes various impacted utility lines along Manchester Blvd between Market Street and Prairie Ave. The current conceptual design impacts various existing water, sewer, gas and stormdrain lines, however, the most significant conflict appears to be to a 12" waterline span that runs along the south side of Manchester Street between Market Street and Hillcrest Blvd. Although the size of the stormdrain line along this street segment is unknown, project impacts appear to be isolated to catch basin connections on the north side of Manchester Blvd.

Table 3: Projected Utility Impacts – Prairie Avenue includes various impacted utility lines along Prairie Ave between Manchester Blvd and Century Blvd. The current conceptual design impacts various existing water, sewer, gas, electrical and stormdrain lines however, column placements have been shifted on each side of the street to avoid larger utility lines including a 36" recycled water main that runs along most of this street segment. The most significant conflicts appear to be to existing sewer and water line spans running along the west side of Prairie Ave. Additionally, a stormdrain segment is near various column placements along the east side of Prairie. As referenced, various utility sizes are unknown at this time and will require further investigation with utility purveyors.

In addition to the utilities outlined below, multiple service connections to adjacent properties (i.e. gas, sewer and water laterals) are anticipated to be affected. However, these conflicts are not considered as significant in comparison to impacts associated with the modification of utility mains including high-pressure water and electrical transmission lines. Relocation of utilities in close proximity may be avoided with adequate protections in place and should be carefully considered for larger utility lines where relocations pose significant obstacles and impacts.

Efforts to avoid or minimize disruptions should be considered during final design and construction phases however, temporary interruptions in services (for several hours) could occur during the relocation or re-routing of utilities. During final design phases, and prior to any construction, pre-construction potholing investigations and coordination with utility purveyors will be implemented to determine existing as-built conditions that could affect design considerations, construction approach, and/or schedules. Additionally, street and/or lane closures associated with utility relocation efforts that will disrupt normal street operations will need to be factored into the final design.

5.0 Additional Utilities of Interest

While all utilities within referenced threshold limits are listed below, additional utility lines greater than the 10-foot threshold but still in relatively close proximity may also need to be protected pending construction parameters (i.e. extent of over-excavation) and/or potential subsequent impacts attributed to adjacent utility relocations.

Of significant interest are larger sized utility lines that may be impractical to relocate or modify. As an example, a large 60-inch water main transitions from street centerline to the the east side of Prairie Avenue south of Kelso St/Pincay Dr. While the line has been selectively avoided with varying proximity to adjacent columns, the closest at approximately 11 feet should still be closely monitored since the nature of the utility transition may vary from record drawings. Its proximity and varying alignment may still warrant design and construction considerations to protect the line in place as relocation would be considered infeasible.

Similarly, an existing 36" recycled water main runs along most of the project alignment on the west side of Prairie Avenue. While the main does not conflict with conceptual column locations and its proximity is greater than the 10-foot threshold, other utility conflicts and potential relocations along the west side of the street may subsequently impact the 36" main. Utility clearance requirements may warrant design and construction considerations to protect this 36" recycled water line in place.

As a conservative precaution, utilities with limited information have been included for further conflict considerations. Available record drawings show electrical/power infrastructure along the southerly portion of the project alignment on Prairie Avenue. However, it is anticipated that this utility also runs further north along Prairie Avenue.

As noted in the Tables below, a few catch basins are impacted by current conceptual column placements. Design considerations to protect or modify these structures, in lieu of relocations, should be made. Relocation or significant alterations to catch basins would require further hydrologic evaluation.

Finally, an additional utility line of interest is a former BP gas pipeline along the east property line of Prairie Avenue. While record drawings show this line has been mostly removed and its former location is outside the public right-of-way, the current conceptual design includes various column placements east of the property boundaries. Furthermore, record drawings show two separate segments of this pipeline have remained. One remaining segment located at the corner of Century Blvd and Prairie Ave is about 18-30 ft from the closest two columns in this area. The second segment of the remaining pipeline is on Hardy Street, east of Prairie Ave. While the current conceptual design shows no columns on the east side of Prairie Ave within the vicinity of this remaining pipeline, it is worth noting for future potential design considerations.

5.1 Market Street Station Alternative Utility Considerations

As noted above, an alternate location for the Market Street Station has been identified for consideration outside the public right-of-way. Although limited record drawings for this area have been made available, a stormdrain line southeast of the Florence Ave and Market Street intersection has been identified. The size of this line is unknown but records show the line extends into one of the north parcels south of Florence Ave within the projected station boundary. Current conceptual plans for this station show no conflicts with this stormdrain line however, If this alternative station location is selected, further investigation and determination of potential impacts to this line will be required. Furthermore, the stormdrain line and its tributary flow area will also need to be considered into both station and future joint development plans.

As noted above, conceptual station and column placements have been selected based on available data to date. Final utility impact determinations and the overall extent of these impacts will be re-evaluated following onsite potholing and utility survey activities to confirm both horizontal and vertical placements. In coordination with applicable utility purveyors and other stakeholders, final project design and construction parameters will be determined to minimize overall impacts.

Table 1: Projected Utility Impacts – Market Street

Street Segment Location	From	To	Conflict	Utility	Description
Market Street	Florence Av	Regent St	Station A - Market Columns	Water	8" 85' N-S line
	Regent St	Queen St	Guideway Columns	Water	12" 30' N-S line (east side of street)
				Water	12" 65' E-W line (west side of street)
	Queen St	Manchester Bl	Guideway Columns	Water	12" 330' N-S line

Table 2: Projected Utility Impacts – Manchester Blvd

Street Segment Location	From	To	Conflict	Utility	Description
Mancheste r Blvd	Market St	Locust St	Guideway Columns	Stormdrain	Unknown size 30' N-S line
				Water	12" 390' E-W line
				Gas	Unknown size 80' E-W line
	Locust St	Hillcrest Bl	Guideway Columns	Stormdrain	Unknown size 50' connection to N-S line
				Water	12" 350' E-W line
	Hillcrest Bl	Tamarack Av	Station B - Manchester Columns	Gas	Unknown size 30' E-W line (north side of street)
				Sewer	8" 30' N-S line
				Stormdrain	Unknown size 100' N-S line
				Gas	Unknown size 250' E-W line (south side of street)
				Water	12" 50' N-S line
	Tamarack Av	Prairie Av	Guideway Columns	Sewer	8" 20' E-W line (south side of street)
				Gas	Unknown size 20' E-W line
				Sewer	8" 20' E-W line (north side of street)

Table 3: Projected Utility Impacts – Prairie Avenue

Street Segment Location	From	To	Conflict	Utility	Description
Prairie Avenue	Manchester Bl	Nutwood St	Guideway Columns	Sewer	24" 250' N-S line
				Gas	10" 250' N-S line
				Water	10" 250' N-S line
	Nutwood St.	Kelso St/Pincay Dr	Station C - Forum Columns	Sewer	24" 575' N-S line
				Gas	10" 575' N-S line
				Water	10" 575 N-S line
				Electrical	Unknown size 575' N-S line
	Kelso St/Pincay Dr	La Palma Dr	Guideway Columns	Electrical	Unknown size 450' N-S line (west side)
				Gas	10" 450' N-S line
				Water	10" + Additional unknown size 450' N-S lines (west side)
				Gas	Unknown size 20' E-W line
				Water	Unknown size 200' N-S direction (east side)
				Sewer	10" 185' N-S line
				Stormdrain	Unknown size 185' N-S line
	La Palma Dr	Buckthorne St	Guideway Columns	Gas	10" 350' N-S line
				Water	10" 350' N-S line
				Electrical	Unknown size 350' N-S line

Prairie Avenue	Buckthorne St	Arbor Vitae St	Guideway Columns	Gas	2" and 10" 450' N-S lines
				Electrical	Unknown size 450' N-S line
				Water	Unknown size 450' N-S line
				Stormdrain	Unknown size 40' N-S line
				Sewer	12" 20' N-S line
				Stormdrain Catchbasin	Unknown size 25' N-S line and catch basin
	Arbor Vitae St	Hardy St	Station D - Hollywood Park Columns	Electrical	Unknown size 1200' N-S line
				Gas	2" and 10" 1200' N-S lines
				Water	8" 1200' N-S line
				Sewer	8" 1100' N-S line
				Water	Unknown size 20' E-W line
				Stormdrain	Unknown size 20' E-W line
	Hardy St	97th St	Guideway Columns	Electrical	Unknown size 350' N-S line
				Sewer	8" 350 N-S line
				Gas	2" and 10" 350' N-S line
				Water	8" 350' N-S line
				Stormdrain	Unknown size 50' E-W line
	97th St	Century Bl	Guideway Columns	Electrical	Unknown size 375' N-S line
				Sewer	8" 375' N-S line
				Gas	2" and 10" 375' N-S line
				Water	8" 375' N-S line

Appendix A

2018 Utility Analysis – Market Street Alignment

Street Segment	Segment ID	To	From	Utilities
MARKET STREET				
B-1	14	Florence Av	Regent St	8" water pipe, east side of street
B-1	15	Regent St	Queen St	8" water pipe, east side of street switching to west side (curb) of street at Queen St
B-2	16	Queen St	Manchester Bl	8" water pipe, west side (curb) of street
MANCHESTER BOULEVARD				
B-2	18	Market St	Locust St	12" water pipe south curb of street 8" sewer pipe, center of street Gas line running across at alley and Locust St Numerous connections to the lines
B-2	19	Locust St	Hillcrest Bl	12" water pipe south curb of street 8" sewer pipe, center of street Gas line running across at Hillcrest Numerous connections to the lines
C-1	20	Hillcrest Bl	Spruce Av	12" water pipe south curb of street 8" sewer pipe south curb of street Numerous connections to the lines
C-1	21	Spruce Av	Tamarack Av	12" water pipe, south side of street Gas line, south curb of street and across at Spruce
C-2	22	Tamarack Av	Prairie Av	12" water pipe, south side of street 8" sewer pipe, south side of street Gas line, south curb of street

PRAIRIE AVENUE

E-1	26	Manchester Bl	Nutwood St	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines
E-2	27	Manchester Bl	Kelso St-Pincay Dr	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines
E-3	28	Kelso St-Pincay Dr	La Palma Dr	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines
E-4 E-5	29	La Palma Dr	Arbor Vitae St	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines
E-6 E-7	30	Arbor Vitae St	Hardy St	Large electrical (16kva, 17.5 kva, 50 kva) Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines
E-8 E-9 E-10	31	Hardy St	Century Bl	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 60" DWP line on east side Large 36" recycled water Storm drain and gas lines
E-11 E-12	32	Century Bl	104th St	Large electrical (16kva, 17.5 kva, 50 kva) lines Large 36" recycled water Storm drain and gas lines